

NARRATIVE:

THE PROPOSED DEVELOPMENT IS LOCATED AT 4005 & 4011 SILVER HILL ROAD, SUTLAND MD 20746. THE 1.87 ACRES OF LAND IS LOCATED NORTHEAST OF THE INTERSECTION OF SILVER HILL ROAD (MD 458) AND SAINT BARNABAS ROAD (MD 414). THE PROPERTY FRONTS SILVER HILL ROAD TO THE NORTH AND IS CLASSIFIED AS AN ARTERIAL/SIX-LANE DIVIDED HIGHWAY AND IS MAINTAINED BY MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION (MDSHA). THE ADJUTING PROPERTIES ARE IN CGO ZONES AND DEVELOPED WITH COMMERCIAL AND INDUSTRIAL USE.

THE SUBJECT PROPERTY IS REFERRED TO AS PARCEL A AND PARCEL D RECORDED IN THE PRINCE GEORGE'S COUNTY LAND RECORDS IN LIBER 24282, FOLIO 347. THE PROPERTY IS WITHIN THE CGO ZONE AND HAS A PORTION OF THE SITE IN THE CS ZONE. THE CGO ZONE CONSISTS OF 1.69 ACRES AND THE CS ZONE CONSISTS OF 0.18 ACRES. THE SITE IS CURRENTLY VACANT AND COVERED WITH GRASS. THE SITE IS IN THE DEVELOPED TIER (2002). THE SITE IS LOCATED IN WSSC GRID 205SE04.

THE PROPOSED DEVELOPMENT WILL INCLUDE ONE SELF-STORAGE FACILITY, ASSOCIATED PARKING, DRIVES, AND LOADING ZONES. THE SITE WILL FEATURE THREE MICRO-BIO RETENTION FACILITIES, TWO AREAS OF PERMEABLE PAVEMENT AND ONE UNDERGROUND DETENTION FACILITY TO PROVIDE WATER QUALITY TREATMENT FOR THE 1-YEAR STORM EVENT. THE UNDERGROUND DETENTION FACILITIES WILL ALSO ATTENUATE THE 100-YEAR PEAK FLOW FROM SITE. ENVIRONMENTAL SITE DESIGN (ESD) TECHNIQUES ARE PROVIDED TO THE MAXIMUM EXTENT PRACTICABLE.

DURING CONSTRUCTION, A STABILIZED CONSTRUCTION ENTRANCE WILL BE PROVIDED TO REMOVE DEBRIS FROM TRAFFIC ENTERING AND EXITING THE SITE. ONSITE AND OFFSITE SEDIMENT CONTROL DEVICES WILL BE UTILIZED AS NECESSARY AND AS REQUIRED BY THE PRINCE GEORGE'S COUNTY SOIL CONSERVATION DISTRICT TO CAPTURE SEDIMENT LADEN WATER AND PREVENT SURFACE RUNOFF FROM DISCHARGING ONTO ADJACENT PROPERTIES.

GENERAL NOTES:

- EXISTING PARCEL: PARCEL A & PARCEL D
- DEED REFERENCE: L34121, F.211
- PLAT NUMBER: PLAT 152080 & PLAT 211042
- TAX MAP: 88 GRID: C1
- 200 FOOT MAP REFERENCE (WSSC): 205SE04
- PURPOSE OF SUBDIVISION: DEVELOPMENT OF SELF-STORAGE BUILDING
- PRIOR APPROVALS: PPS 4-03097 (PREVIOUSLY APPROVED)
- TOTAL ACREAGE: 1.87  
CGO ZONE: 1.69 AC  
CS ZONE: 0.18 AC
- NET DEVELOPABLE AREA OUTSIDE OF PMA: 1.87 ACRES (NO PMA ONSITE)
- ACREAGE OF ENVIRONMENTAL REGULATED FEATURES: N/A
- ACREAGE OF 100-YEAR FLOODPLAIN: N/A
- ACREAGE OF ROAD DEDICATION: N/A
- EXISTING ZONING/USE: CGO & CS/VACANT & ABANDONED BUILDING
- PROPOSED ZONING/USE: CGO & CS/ SELF-STORAGE BUILDING (CONSOLIDATED)
- MIN. LOT WIDTH REQUIRED: N/A
- MIN. LOT WIDTH AT FRONT BUILDING LINE AND FRONT STREET REQUIRED: N/A
- SUSTAINABLE GROWTH TIER: 1
- MILITARY INSTALLATION OVERLAY ZONE: NO
- EXISTING GROSS FLOOR AREA: 1,492 SF
- PROPOSED GROSS FLOOR AREA: 109,000 +/- SF
- COMMUNITY NON-PROFIT SPACE - 1,500 SF
- CONSOLIDATED STORAGE WITH ACCESSORY OFFICE - 107,500 SF
- STORMWATER MANAGEMENT CONCEPT NUMBER: 02336-2023-SDC, P43851-2024-SDC, APPROVED 3/27/2024
- WATER CATEGORY: W-3
- SEWER CATEGORY: S-3
- METHOD OF SEWAGE DISPOSAL: OFFSITE, WSSC
- AVIATION POLICY AREA: N/A
- MANDATORY PARK DEDICATION REQUIREMENTS: N/A
- CEMETERIES ON OR CONTIGUOUS TO THE PROPERTY: NO
- HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY: NO
- TYPE ONE CONSERVATION PLAN: STANDARD EXEMPTION S-158-2023
- WITHIN CHESAPEAKE BAY CRITICAL AREA: NO
- NO WETLANDS ARE LOCATED ON THE SITE.
- NO STREAMS ARE PRESENT ONSITE.
- SOILS INFORMATION WAS OBTAINED FROM THE UNITED STATES DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONSERVATION SERVICE (USDA-NRCS) WEB SOIL SURVEY.
- IN OR ADJACENT TO AN EASEMENT HELD BY THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION, OR ANY LAND TRUST OR ORGANIZATION: NO
- HORIZONTAL DATUM IS NAD 1983(2011). VERTICAL DATUM IS NGVD 1929.
- THE SITE DRAINS TO A TRIBUTARY OF HENSON CREEK.
- THE SITE IS LOCATED IN THE POTOMAC RIVER UPPER TIDAL WATERSHED (02140201) WHICH HAS A TOTAL MAXIMUM DAILY LOAD (TMDL) FOR TOTAL SUSPENDED SOLIDS.
- THE SITE IS NOT LOCATED WITHIN A TIER II WATERSHED, NOR DOES IT DISCHARGE INTO A TIER II WATERSHED.
- THERE ARE NO HIGHLY ERODIBLE SOILS KNOWN TO BE LOCATED ONSITE.
- THERE ARE NO SPRINGS OR SEEPS KNOWN TO BE LOCATED ONSITE.
- THERE ARE NO BEDROCK AND/OR MARLBORO CLAY OUTCROPS KNOWN TO BE LOCATED ONSITE.
- PLANNING AREA: THE HEIGHTS; SUBREGION NUMBER 7; NUMBER 76A
- COUNCILMANIC DISTRICT 7
- TRAFFIC ANALYSIS ZONE (CGO): 846
- TRAFFIC ANALYSIS ZONE (PG COUNTY): 4091

- UTILITIES:
- PEPCO OVERHEAD ELECTRIC (301) 967-5800
  - WSSC SANITARY / WATER (301) 206-4001
  - PRINCE GEORGE'S COUNTY STORMWATER (301) 636-2070
  - COMCAST XFINITY (800) 934-6489
  - WASHINGTON GAS (703) 750-4314

NOTIFY "MISS UTILITY" AT (800) 257-7777 BEFORE BEGINNING CONSTRUCTION.

**APPLICANT:**  
SUTLAND SELF STORAGE, LLC  
CONTACT: MR. KEVIN SILLS  
9161 LIBERIA AVENUE, SUITE 201  
MANASSAS, VIRGINIA 20110

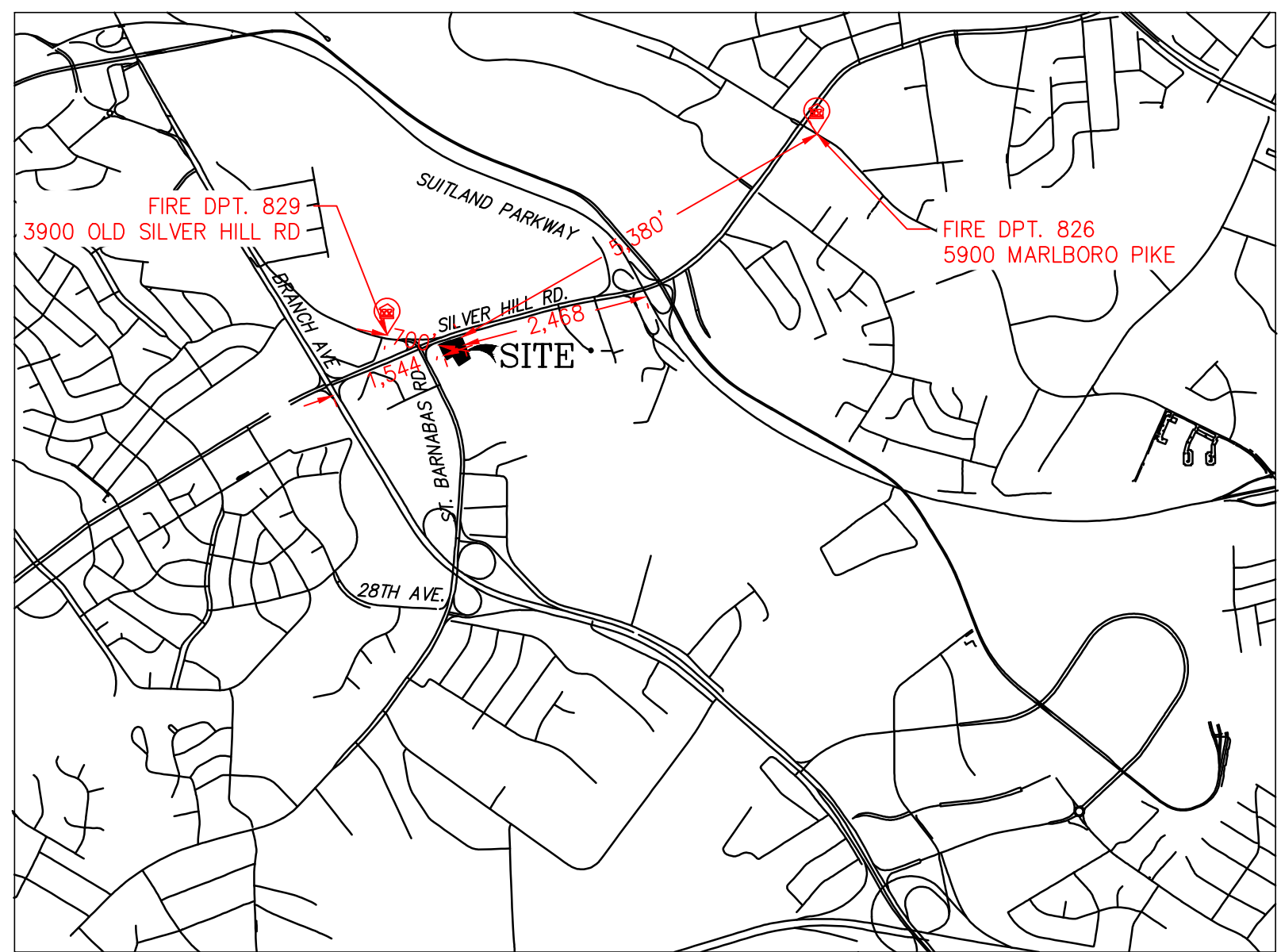
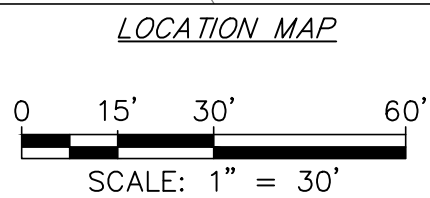
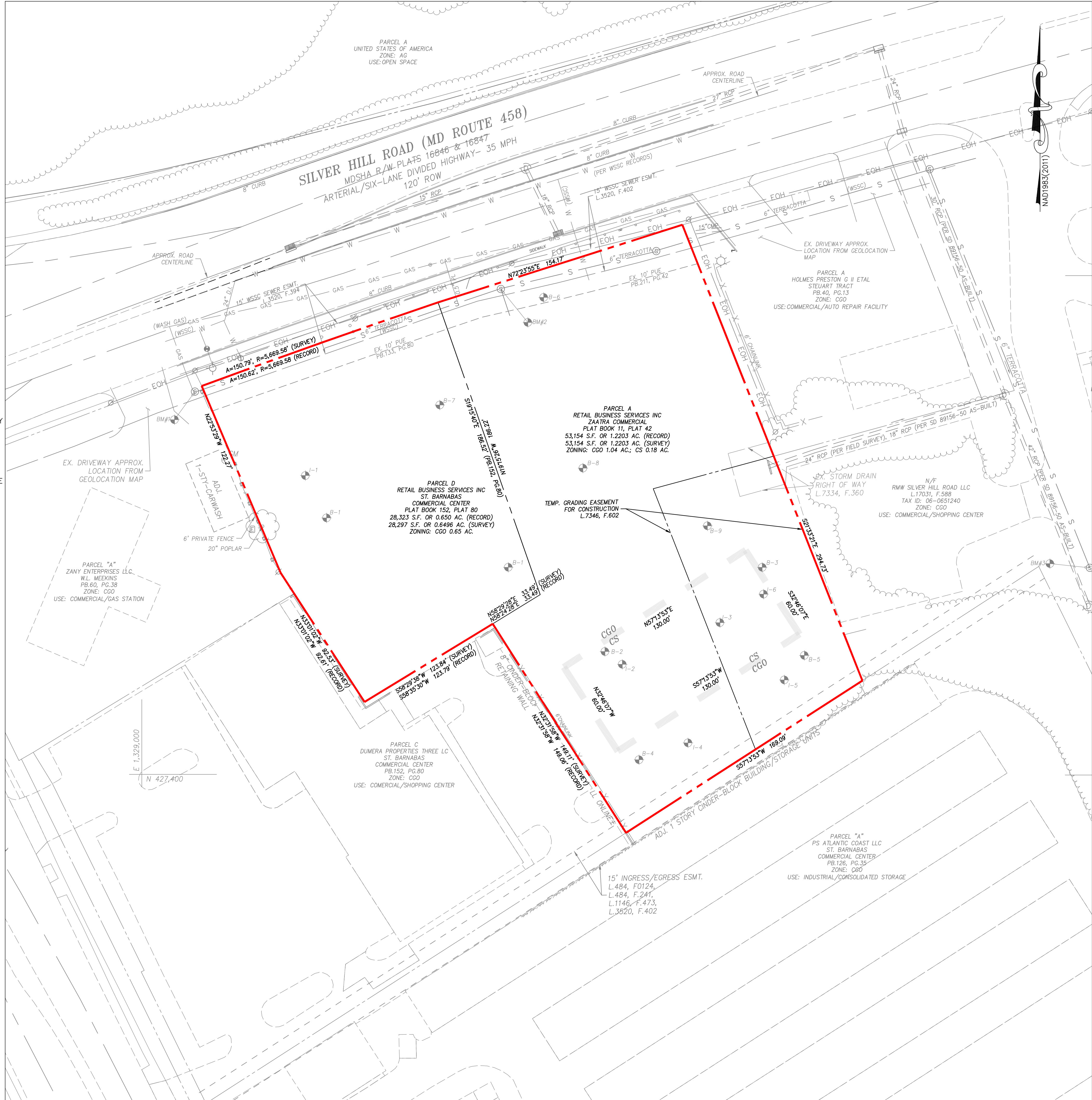
**OWNER:**  
RETAIL BUSINESS SERVICES INC  
6032 BERKSHIRE DR.  
BETHESDA, MD 20814

**SURVEYOR:**  
ATCS, P.L.C.  
13861 SUNRISE VALLEY DRIVE,  
SUITE 200  
HERNDON, VA 20171

**ENGINEER:**  
ATCS, P.L.C.  
9500 MEDICAL CENTER DR.  
SUITE 370  
LARGO, MD 20774  
CONTACT: LARGO@ATCSPLC.COM

SHEET INDEX	
TITLE	SHEET
COVER	1
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PRELIMINARY PLAN	3
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POST DEVELOPMENT DRAINAGE AREA MAP	5

# PRELIMINARY PLAN OF SUBDIVISION PPS-2023-002 FOR SILVER HILL CONSOLIDATED STORAGE



POLICE FACILITIES (PER PPS 4-03097):

THE PROPOSED DEVELOPMENT IS WITHIN THE SERVICE AREA FOR POLICE DISTRICT IV-0XON HILL.

VICINITY MAP  
0 1,000' 2,000' 4,000'  
SCALE: 1" = 2,000'

LEGEND

- PROPERTY BOUNDARY
- ADJACENT PROPERTY BOUNDARY
- LIMIT OF DISTURBANCE
- EXISTING CENTERLINE
- EXISTING EDGE OF PAVEMENT
- EXISTING CURB & GUTTER
- EXISTING TOPO (MAJOR)
- EXISTING TOPO (MINOR)
- ZONING LINE
- EXISTING TREELINE
- EXISTING STRUCTURE
- EXISTING PUE
- EXISTING SEWER ESMT

REVISION	NO.	DATE	DESCRIPTION
	1		

SUBMISSION	NO.	DATE	DESCRIPTION
	1		

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
PRINCE GEORGE'S COUNTY  
OFFICE OF THE ENGINEER

CLIENT:  
MID ATLANTIC REAL ESTATE INVESTMENTS, INC.  
9161 LIBERIA AVENUE, SUITE 201  
MANASSAS, VIRGINIA 20110

9500 MEDICAL CENTER DRIVE, SUITE 370  
LARGO, MARYLAND 20774  
(301) 870-4550  
HERNDON - LARGO - BALTIMORE  
BLACKSBURG - NEWPORT NEWS  
RICHMOND - RENO  
WWW.ATCSPLC.COM

ATCS®

PRELIMINARY PLAN OF SUBDIVISION (PPS-2023-002)  
COVER SHEET  
SILVER HILL CONSOLIDATED STORAGE  
TAX ACCT# 16549328 & 3744231, TAX MAP: C1  
ZONE CGO AND CS, DISTRICT: 6  
LOCATION  
4005 AND 4011 SILVER HILL ROAD  
SUTLAND, MD 20746

AUTHOR: LC/MV/MJ  
CHECK: WMB  
PROJ.#: 002728  
DATE: 06/11/22


SHEET: 1 of 5





LEGEND	
	PROPERTY BOUNDARY
	ADJACENT PROPERTY BOUNDARY
	LIMIT OF DISTURBANCE
	EXISTING CENTERLINE
	EXISTING EDGE OF PAVEMENT
	EXISTING CURB & GUTTER
	EXISTING TOPO (MAJOR)
	EXISTING TOPO (MINOR)
	ZONING LINE
	EXISTING SOIL DIVIDE
	EXISTING TREELINE
	EXISTING STRUCTURE
	EXISTING PUE
	EXISTING SEWER ESMT
	EXISTING ELECTRIC OVERHEAD
	EXISTING GAS
	EXISTING SEWER
	EXISTING WATER
	EXISTING STORM
	EXISTING STEEP SLOPES 15% TO 25%
	EXISTING STEEP SLOPES GREATER THAN 25%
	TO BE REMOVED/RELOCATED/ABANDONED
	(TBR) (TBRL) (TBA)

- NOTES:
- EXISTING ITEMS SHOWN IN BLACK ARE TO BE REMOVED OR DEMOLISHED.
  - THE CENTERLINE SHOWN HEREON IS BASED ON A SIXTY (60) FOOT OFFSET OF THE BOUNDARY LINE.

PRELIMINARY PLAN OF SUBDIVISION (PPS--2023--002)		9500 MEDICAL CENTER DRIVE, SUITE 370 LARGO, MARYLAND 20774 (301) 970-4530 HERNDON, VIRGINIA 22042 BALTIMORE, MARYLAND 21201 ALEXANDRIA, VIRGINIA 22304 RALEIGH - RICHMOND WWW.ATCSPCLC.COM		CLIENT MID ATLANTIC REAL ESTATE INVESTMENTS, INC. 9161 LIBERIA AVENUE, SUITE 201 ANNAPOLIS, MARYLAND 21403				SUBMISSION		REVISION		
AUTHOR:	LC/MV/ML							NO.	DATE	NO.	DATE	DESCRIPTION
CHECK:	WMB											
PROJ.#:	002726											
DATE:	08/11/22											
SHEET: 2		OF 5										

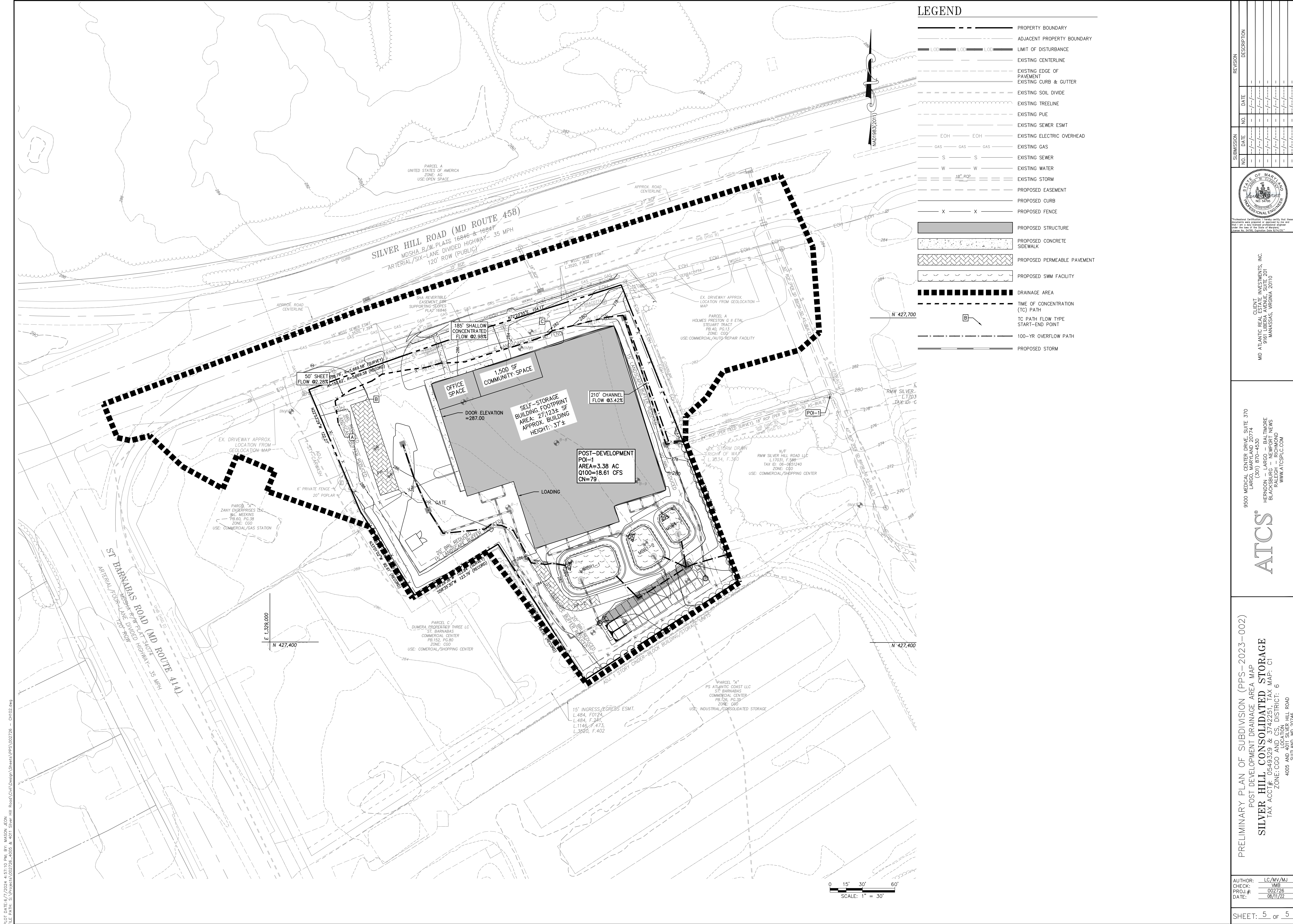












LEGEND

- PROPERTY BOUNDARY
- ADJACENT PROPERTY BOUNDARY
- LIMIT OF DISTURBANCE
- EXISTING CENTERLINE
- EXISTING EDGE OF PAVEMENT
- EXISTING CURB & GUTTER
- EXISTING SOIL DIVIDE
- EXISTING TREELINE
- EXISTING PUE
- EXISTING SEWER ESMT
- EXISTING ELECTRIC OVERHEAD
- EXISTING GAS
- EXISTING SEWER
- EXISTING WATER
- EXISTING STORM
- PROPOSED EASEMENT
- PROPOSED CURB
- PROPOSED FENCE
- PROPOSED STRUCTURE
- PROPOSED CONCRETE SIDEWALK
- PROPOSED PERMEABLE PAVEMENT
- PROPOSED SWM FACILITY
- DRAINAGE AREA
- TIME OF CONCENTRATION (TC) PATH
- TC PATH FLOW TYPE
- START-END POINT
- 100-YR OVERFLOW PATH
- PROPOSED STORM

PRELIMINARY PLAN OF SUBDIVISION (PPS-2023-002)  
POST DEVELOPMENT DRAINAGE AREA MAP  
**SILVER HILL CONSOLIDATED STORAGE**  
TAX ACCT# 549328 & 374423, TAX MAP: C1  
ZONE: CGO ALLOCATION DISTRICT: 6  
4005 AND 4017 SILVER HILL ROAD  
SUITLAND, MD 20746

ATCS<sup>®</sup>

9500 MEDICAL CENTER DRIVE, SUITE 370  
LARGO, MARYLAND 20774  
(301) 870-4550  
HERNDON - LARGO - BALTIMORE  
BLACKSBURG - NEWPORT NEWS  
RICHMOND - FALLS CHURCH  
WWW.ATCSPLC.COM

REVISION

NO.	DATE	DESCRIPTION
1	06/11/22	ISSUED FOR PERMIT

SUBMISSION

NO.	DATE	DESCRIPTION
1	06/11/22	ISSUED FOR PERMIT

CLIENT

MID ATLANTIC REAL ESTATE INVESTMENTS, INC.  
9161 LIBERIA AVENUE, SUITE 201  
MANASSAS, VIRGINIA 20108

AUTHOR:

LC/MV/MJ

CHECK:

WMB

PROJ.#:

002728

DATE:

06/11/22

SHEET: 5 OF 5



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

Russell W. Shipley  
Arthur J. Horne, Jr.\*  
Dennis Whitley, III\*  
Robert J. Antonetti, Jr.

1101 Mercantile Lane, Suite 240  
Largo, Maryland 20774  
Telephone: (301) 925-1800  
Facsimile: (301) 925-1803  
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Bradley S. Farrar  
L. Paul Jackson, II\*

\* Also admitted in the District of Columbia

July 16, 2024

**VIA ELECTRONIC DELIVERY**

Ms. Sherri Conner  
Acting Division Chief  
Development Review Division  
Prince George's County Planning Department  
1616 McCormick Drive  
Largo, MD 20774

**RE: SILVER HILL ROAD – CONSOLIDATED STORAGE:  
PRELIMINARY PLAN OF SUBDIVISION (PPS-2023-002) &  
CERTIFICATE OF ADEQUACY (ADQ-2023-006)  
STATEMENT OF JUSTIFICATION**

Dear Ms. Conner:

On behalf of our client, Suitland Self Storage, LLC (the “Applicant”), Arthur J. Horne, Jr and Shipley & Horne, P.A., herby submit this Statement of Justification in support of the referenced Preliminary Plan of Subdivision, PPS-2023-002 (the “PPS”) and Certificate of Adequacy, ADQ-2023-002 (“the ADQ”) for the light industrial development project known as Silver Hill Road – Consolidated Storage.

The subject Property has a premise address of 4005 and 4011 Silver Hill Road, Suitland, MD 20746, and is known as Parcels A and D (the “Property”). The Property consists of approximately 1.87 acres in the CGO (Commercial, General, and Office) and CS (Commercial, Service) Zones, and is located approximately 200 feet east of the intersection of MD 458 (Silver Hill Road) and MD 414 (Saint Barnabas Road). Furthermore, the property is within 0.5-miles of the Suitland Metro Station and represents an infill development project within a priority funding area.

As such, the Applicant is requesting the Planning Board’s approval to combine two (2) existing parcels into one (1) new parcel for the development of an approximate 109,000 square foot consolidated storage facility with accessory community non-profit and office uses. The development will include a single approximately 37-foot-tall building fronting MD 458 with surface parking. All existing on-site structures will be razed. Furthermore, the Applicant acknowledges that the Property is split zoned and that the consolidated storage use is only eligible within the CGO Zone.

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Request for a Preliminary Plan of Subdivision & Certificate of Adequacy  
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### **CB-11-2023**

On March 28, 2023, the Prince George's County Council adopted CB-11-2023. This legislation specifically revised the use standards and required findings of the Zoning Ordinance necessary to approve consolidated storage uses within special exception and detailed site plan applications in Prince George's County. While the Applicant is not requesting approval of a detailed site plan (DET) or special exception (SPE) with this PPS application, an analysis of CB-11-2023 is required to demonstrate how the Property is eligible to develop a consolidated storage facility.

The Applicant notes that the subject Property is within the CGO and CS Zones, in which consolidated storage is now prohibited as a principal use per the regulations of CB-11-2023. However, Sections 2 and 3 within the legislation provide pathways for applications that were presently in review while CB-11-2023 was being drafted based on the location of the subject Property. As the subject Property is shown to be located inside I-95/I-495 (the "Capital Beltway"), it is thus subject to Section 2 of CB-11-2023, which states that:

***No Detailed Site Plan for a consolidated storage use in a non-industrial zone shall be approved after March 1, 2023, except for any proposed development of consolidated storage which has completed a Pre-Application Conference pursuant to Section 27-3401 before April 1, 2023; provides Community Non-Profit Space; and is adjacent to an existing consolidated storage use.***

The Applicant notes that the requirements to proceed with a preliminary plan of subdivision and subsequent detailed site plan have been met as a pre-Application conference occurred on February 24, 2023, the site provides approximately 1,500 square feet of community non-profit space, and the Property is adjacent to an existing consolidated storage use. Therefore, based on the requirements listed above, the Applicant is eligible to proceed with a preliminary plan of subdivision and subsequent detailed site plan for a consolidated storage use in the CGO Zone.

#### **I. DESCRIPTION OF PROPERTY**

1. Address – 4005 & 4011 Silver Hill Road, Suitland, MD 20746
2. Existing Parcels – Parcels A and B
3. Total Gross/Net Acreage – 1.87 Acres.
4. Tax Map & Grid – Tax Map 88, Grid C-1.
5. Zone(s) – CGO (Commercial, General and Office) & CS (Commercial, Service).

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6. Square Footage – Approximate 109,000 square foot consolidated storage building (including 1,500 square feet of community non-profit space) and accessory office space.
7. Height – Approximately 37 feet.

The Property, identified in Exhibit 1 below, is currently improved with two vacant commercial structures. The Property has been previously graded and is therefore relatively flat with no steep slopes. There are no streams, wetlands or significant forested areas on the Property.

A Natural Resource Inventory (NRI-114-2023) was completed for the subject Property and approved on November 17, 2023. The NRI did not identify any specimen trees, one hundred (100) year floodplain, Marlboro clay, or areas of woodland on-site. Therefore, as the proposed site contains less than 10,000 square feet of woodlands, it received a Woodland Conservation Exemption (S-158-2023), which was approved on October 25, 2023, and expires on October 25, 2025. Both the NRI and Woodland Conservation Exemption letter have been included herein as part of the submission application.

A stormwater management concept (SWM) plan has been filed and included as part of the submission package (02336-2023-SDC). There are no known, historic, or land trust easements impacting the Property. The subject Property is not specifically identified for preservation within the boundaries of the Approved Countywide Green Infrastructure Plan and does not contain any regulated areas, evaluation areas, or network gaps. The 2010 Water and Sewer Plan placed this property in water and sewer Category 3, Planned or Existing Community System, and within Tier 1 under the Sustainable Growth Act. The existing development on the Property is served by public water and sewer systems.



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



July 16, 2024

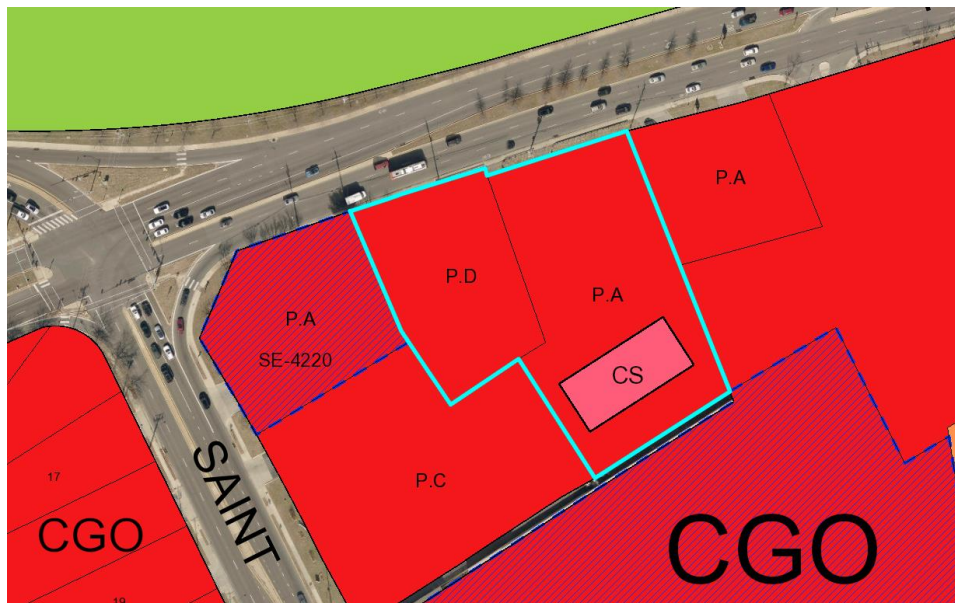
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## **II. EXISTING AND SURROUNDING USES:**

The subject Property is a 1.87-acre site located approximately 200 feet east of the intersection of MD 458 (Silver Hill Road) and MD 414 (Saint Barnabas Road) in the CGO and CS Zones. More specifically, the subject Property is located at 4005 & 4011 Silver Hill Road, Suitland, Maryland, 20746. An aerial map and zoning map showing the subject Property are provided below, labeled as Exhibits 2 and 3:



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



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



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- North:** North of the Property is MD 458 and a cultural facility beyond owned by the United States of America in the AG (Agricultural and Preservation) Zone.
- South:** South of the Property is an existing consolidated storage facility and other commercial uses beyond in the CGO Zone.
- East:** East of the Property is an existing personal vehicle repair and maintenance facility and a commercial retail shopping center in the CGO Zone.
- West:** West of the Property is an existing gas station with a separate car wash building and a commercial retail shopping center in the CGO Zone with MD 414 beyond.

### **III. APPLICANT'S PROPOSAL**

The Applicant is proposing the development of a consolidated storage facility that will consist of approximately 109,000 square feet and is roughly 37-feet-tall on the 1.87-acre Property. The ground-floor will include a sales office for the consolidated storage facility and approximately 1,500 square feet of community non-profit space. Access to the site will be provided from one pair of one-way driveways along MD 458, which is an arterial roadway and is justified herein. The Applicant also acknowledges that the Property is split zoned and that the consolidated storage use is only eligible for the portion in the CGO Zone.

#### **Development Data Summary:**

	<b>Existing</b>	<b>Proposed</b>
Current Zone	CGO & CS	CGO & CS
Use(s)	Vacant	Consolidated storage with accessory community non-profit and office uses
Acreage:	1.87 CGO – 1.69 CS – 0.18	1.87 CGO – 1.69 CS – 0.18
Parcel(s)	2	1
Gross Floor Area (sq. ft.)	1,492	109,000

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

The Property is subject to Preliminary Plan 4-03097 approved by the Planning Board on February 26, 2004, and adopted through Resolution of approval PGCPB No. 04-39 on March 18,



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2004, with four (4) conditions, which are not applicable to this request. However, while not applicable the Applicant has complied with previous condition 2 that limits site access to MD 458 to a limited right-in/right-out access driveway in accordance with Maryland State Highway Association (SHA) standards.

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

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

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

The Applicant contends that the provided consolidated storage use with accessory community non-profit space and office is an appropriate addition to MD 458 and replaces vacant property. While consolidated storage is now prohibited in the CGO Zone in the current regulations, it is permitted with this application subject to CB-11-2023 and the use specific standards, which are discussed herein. The consolidated storage facility will also feature a retail sales component via the proposed accessory office use. This accessory office will be located at the front entrance of the building and will have designated operation hours when employees will engage with prospective users. This engagement will include tours of the facility and retail sales for common industry items such as locks, cardboard boxes, etc.

Furthermore, it should also be noted that the Plan Prince George's 2035 acknowledges that 61% of seniors and millennials prefer multifamily housing. The demand for and potential growth in multifamily housing will create a greater need for storage of materials within consolidated storage facilities such as this. The location of this consolidated storage is also extremely convenient given the proximity to recent mixed-use development at Suitland Town Center and nearby multifamily projects, which includes The Residences at Silver Hill, The Verona at Silver Hill, and the Hickory Hill Apartments. For all these reasons, the Applicant contends that the proposed consolidated storage use with accessory office and community non-profit space in this application is consistent with applicable general plan recommendations in the 2035 General Plan.

### **2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment (the "Master Plan")**

The Property is located within the limits of the *2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (the "Master Plan"), Planning Area 76A, and is further located in Councilmanic District 7 within a priority funding area. The Master Plan presents several engagement areas with policies and strategies to consider for each metro station and overall environmental goals. Since the inception of the Master Plan, there have been three minor amendments approved by the Prince George's County District Council. These amendments were approved in 2016 (via CR-1-2016), 2020 (via CR-128-2020), and 2023 (via CR-102-2023). After



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reviewing these amendments, it was determined that they were not applicable to the development of the subject site. Therefore, the analysis of conformance to the Master Plan is limited to the original 2014 approval, where the subject Property is within the Suitland Road Station Chapter, which contains the following engagement areas listed below that are relevant to this project:

- Environmental Resources
- Land Use
- Zoning
- Transportation Systems
- Opportunities and Challenges

### **Environmental Resources**

Within the Master Plan, the Environmental Resources portion of the plan demonstrates categories that should be considered with site development, which are provided below, *highlighted in italic bold*:

#### ***Policy 1: Watersheds and Stormwater Management***

**RESPONSE:** The Applicant has provided a stormwater management concept plan (02336-2023-SDC) that has been approved by the Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE). As the site is currently vacant, primarily with soil and shrubs, a stormwater management plan has been created to collect and convey runoff to an on-site micro-bioretenion treatment system to provide sufficient Environmental Site Design (ESD). Sections of permeable paving have also been provided in the parking lot to increase stormwater absorption and minimize runoff. This system will maintain the natural flow pattern of the surrounding watershed, with water flowing into the Henson Creek watershed through the North Branch Henson Creek waterway, once treated. This micro-bioretenion system with three basins will ensure that stormwater runoff does not degrade the surrounding watershed when leaving the Property at the southeast portion of the site. On-site landscaping will also be utilized to absorb water prior to its circulation into the micro-bioretenion system. Landscaping will be provided in compliance with the Landscape Manual and the Tree Canopy Coverage Ordinance, at the time of DET submittal.

#### ***Policy 2: Wetlands and Floodplain***

**RESPONSE:** The Applicant has provided an approved NRI (NRI-114-2023), which indicates that there are no wetlands or portions of the site within the floodplain. The NRI also did not identify any specimen trees, Marlboro clay, or areas of woodland on-site. Therefore, as the proposed site contains less than 10,000 square feet of woodlands, it received a Woodland Conservation Exemption (S-158-2023), which was approved on October 25, 2023, and expires on October 25, 2025. Both the NRI and Woodland Conservation Exemption letter have been included herein as part of the submission application.



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***Policy 3: Stream Corridor Assessments***

**RESPONSE:** As shown on the approved NRI (NRI-114-2023), there are no streams on the subject Property and therefore, the Applicant contends that a stream corridor assessment is not necessary for the proposed development of the site. Environmental stormwater requirements were met for the site in accordance with the approved stormwater management concept plan (02336-2023-SDC) that was created based on the DPIE code requirements.

***Policy 4: Woodland Conservation and Tree Cover***

**RESPONSE:** As previously stated, the subject Property contains less than 10,000 square feet of woodlands and therefore received a Woodland Conservation Exemption (S-158-2023), which was approved on October 25, 2023, and expires on October 25, 2025. Therefore, woodland conservation is not required for the Property.

However, the Prince George's County Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128. Properties that are zoned CGO Zone are required to provide a minimum of 10 percent of the gross tract area in TCC, which will be evaluated with the forthcoming DET submittal.

***Policy 5: Green Infrastructure Plan***

**RESPONSE:** The 2017 Green Infrastructure Plan places the subject Property outside of the regulated and evaluation areas of the 2017 Green Infrastructure Plan. The Property does not contain any environmentally sensitive features per the approved NRI (NRI-114-2023) and has a gradual slope with no existing woodlands. Nonetheless, the Applicant has proposed a development which is designed to respond to the variable topography of the site without requiring excessive and unnecessary grading and provides on-site stormwater management mitigation to protect the nearby green infrastructure regulated areas to the east. Providing permeable surfaces within portions of the parking lot will also increase infiltration of rainwater directly into the ground, reducing on-site runoff.

***Policy 6: Air Quality***

**RESPONSE:** The Applicant will promote the overarching goal of providing increase air quality in the region through the construction of a development that utilizes green building techniques in accordance with Section 27-61600, which will be demonstrated within the forthcoming DET submittal. Furthermore, the low public infrastructure burden expected with this use means that surrounding facilities will not experience degradation with this proposed development.



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***Policy 7: Noise***

**RESPONSE:** The Applicant notes that no adverse noise impacts are proposed on this Property and thus no noise mitigation will be required per the Noise Control guidelines in Section 27-6810 of the Zoning Ordinance. All activities on-site will comply with the State of Maryland noise standards as required.

**Land Use**

The subject Property is identified as being within the Retail (Goods and Services) future land use designation on Figure 53, which is labeled as the “Suitland Future Land Use Plan.” Figure 53 identifies the subject Property as approximately 0.5 miles from the Suitland Metro Station along MD 458. The retail future land use is generally recommended for the subject property and its surroundings to the south, east, and west. Today this area contains a mixture of retail and various commercial uses, including an existing gas station with a separate car wash building and older consolidated storage facility. The Applicant intends for the Property to contain a state-of-the-art consolidated storage facility constructed in accordance with green building standards. The facility will feature a robust stormwater management system with permeable pavers in portions of the parking lot to increase rainwater infiltration and limit runoff. The facility will also feature retail sales in the primary office, located at the front entrance of the building during designated hours where employees will engage with prospective users. This engagement will include tours of the facility and retail sales for common industry items such as locks, cardboard boxes, etc.

The site will then further enhance the neighborhood by providing 1,500 square feet of community nonprofit space. This space within the consolidated storage facility will be emphasized with its placement along MD 458 and will serve as a nexus for communication for the Suitland community. It will also allow site users to interact with a reputable and established non-profit, allowing for a mixture of ideas and two nonresidential uses within the facility.

Therefore, while consolidated storage is typically viewed as an industrial use, the retail sales component and mixture of nonresidential uses with the community non-profit space allow the site to meet the intent of the master plan. Understanding these master plan goals has allowed the Applicant to design a site that functions as a location where members of the Suitland neighborhood can facilitate commerce and engage with a reputable and established non-profit that is completing outstanding work in the community.

**Zoning**

The Master Plan recommended that the Property contain two zoning categories, which are the prior C-S-C (Commercial Shopping Center) and C-M (Commercial, Miscellaneous) Zones. Since the completion of the Master Plan, these zoning categories were updated by the 2022 Sectional Map Amendment and were replaced by the CS and CGO Zone respectfully. At the time the pre-Application for the PPS was filed, consolidated storage was a permitted use, subject to specific standards, in the CGO Zone. However, the use was only permitted by a special exception



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within the CS Zone. The Applicant therefore prepared a development with the consolidated storage facility in the CGO portion of land and the stormwater management system primarily within the CS piece of property. However, the passing of CB-11-2023 changed the use tables for the CS and CGO Zones, which now prohibit consolidated storage. Nevertheless, this PPS application is still eligible to proceed and is consistent with CB-11-2023 and thus the appropriate Zoning as explained herein. The requirements of Section 2 of CB-11-2023 state that all properties within the CGO Zone in the Capital Beltway must meet three requirements to utilize the consolidated storage use and pursue a preliminary plan of subdivision and subsequent detailed site plan. These requirements are that a pre-Application conference must have occurred before March 1, 2023, the site shall include at least 1,500 square feet of community non-profit space, and the Property shall be adjacent to an existing consolidated storage use. Since all three requirements are met for the Property, the Applicant is eligible to proceed with a preliminary plan of subdivision and subsequent detailed site plan.

### **Transportation System**

The Master Plan provides an analysis on the transportation system that serves the Suitland Metro Station, which is deemed to be reliant on MD 458. Multi-modal transportation is seen as a key to continuing to enhance the growth of the Suitland Metro Station, primarily with sidewalks and bicycle infrastructure as a majority of users access the station via an automobile. The provided BPIS assessment prepared by Lenhart Traffic Consulting, Inc. on February 2, 2024, indicates the proposed improvements the Applicant expects to provide in the surrounding community. These improvements include on-site and off-site crosswalks, on-site sidewalks, and an off-site bus shelter, which will fulfill the public facility adequacy requirement for the development.

### **Opportunities and Challenges**

Within the Master Plan, several key issues are listed for the Suitland Metro Station as opportunities and challenges for redevelopment. Below are those that relate to the subject Property, *highlighted in italic bold*:

**Key Issues:**     *Haphazard juxtaposition of uses and varying quality of property management detracts from the potential for new investment.*

*The public realm along Silver Hill Road, including telephone poles, wires, and highway business signs, presents an unattractive street scene.*

*Alignments of private parking lot entrances and public streets are confused and redundant.*

**RESPONSE:**     The Applicant acknowledges these challenges but has presented a development concept that will result in a quality redevelopment project along MD 458. This project will reduce the current two full entrances between both parcels to a single pair of one-way



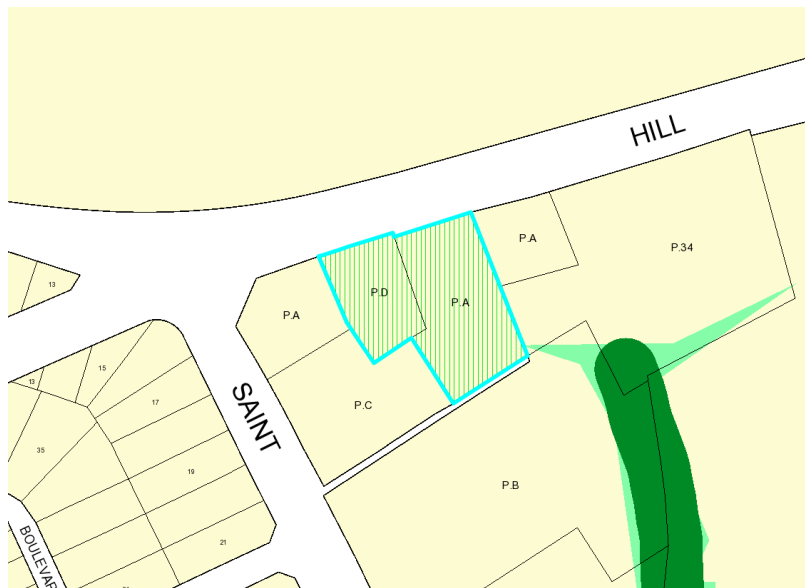
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entrances to the site, which is prioritized by both the Master Plan and the Zoning Ordinance. This Property will also be designed with high quality materials and utilize green building standards to present prominently along MD 458, which will designate the removal of abandoned structures and result in the upkeep of presently vacant land.

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

The 2017 Green Infrastructure Plan places the subject Property outside of the regulated and evaluation areas of the 2017 Green Infrastructure Plan.



“Regulated Areas” (as defined by the Master Plan) are target areas on a given property that might contain environmentally sensitive features, such as streams, wetlands, 100-year floodplains, severe slopes and their associated buffers, which are regulated (i.e., protected) during the land development process. “Evaluation Areas” (as defined by the Master Plan) potentially contain environmentally sensitive features, such as interior forests, colonial waterbird nesting sites, and unique habitats, which are not regulated (i.e., not protected) during the land development process. Notwithstanding these designations, the Property does not contain any environmentally sensitive features per the approved NRI (NRI-114-2023) and has a gradual slope with no existing woodlands. Nonetheless, the Applicant has proposed a development which is designed to respond to the variable topography of the site without requiring excessive and unnecessary grading and provides on-site stormwater management mitigation to protect the nearby green infrastructure regulated areas to the east.

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

The Property is subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance but was granted a standard letter of exemption (S-158-2023) as the subject Property contains less than 10,000 square feet of woodland.



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### **County's Ten-Year Water and Sewerage Plan**

The 2010 Water Resources Functional Master Plan amends the 2002 General Plan and provides growth guidance expressed as goals, policies, and strategies to address water quality impacts associated with land use in the County. The Plan references the Ten-year Water and Sewer Plan and addresses specifically: Drinking Water Supply, Water Treatment, and Stormwater Management. The subject Property is within water and sewer categories W-3 and S-3, with active water and sewer lines that can be utilized for this redevelopment.

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

The Applicant has submitted a PPS plan that is in conformance with the Subtitle 24 Subdivision Regulations, meeting the required standards and regulations for site access, intensity and dimensional standards, and adequacy.

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

This PPS conforms to the applicable purposes of the nonresidential base zones and the CGO Zone as follows:

### **27-4203. Nonresidential Base Zones**

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

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

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



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

**RESPONSE:** As provided herein, PPS-2023-002 & ADQ-2023-006 advance the general purposes of the Nonresidential Base Zones. The proposed development is consistent with the applicable planning policies and goals of the 2035 General Plan and 2014 Master Plan. The proposed uses conform with the intensity and dimensional standards provided within Section 27-4203(f)(2) of the Zoning Ordinance. The proposed consolidated storage facility will increase the commercial tax base of the County while providing a valuable and convenient storage use for existing and future residents of the surrounding neighborhoods.

This particular use also requires little impact on public infrastructure and represents infill development on a parcel that has been vacant for decades within a priority funding area. The proposed traffic generation, which is shown in the traffic statement dated January 23, 2024, from Lenhart Traffic Consulting, Inc. indicates that the site would only have 10 AM and 16 PM peak hour trips. The proposed uses also do not require improvements to school infrastructure as no residential dwelling units are proposed. Impacts to water and sewer services are limited, along with emergency services (which include police and fire departments), given the modest number of users on-site at a single time. Further, the proposed consolidated storage building is designed in a way to provide attractive views along MD 458 and will satisfy the required “green building” development standards in Section 27-61600 Zoning Ordinance (discussed herein), which promote appropriate environmental sustainability goals for the project. By providing community non-profit space the Applicant also provides a mixture of uses on-site and allows the facility to integrate into the fabric of the Suitland community by providing on-site space for a local organization.



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(d) Commercial, General and Office (CGO) Zone

(1) Purposes

The purposes of the Commercial, General and Office (CGO) Zone are:

- (A) To provide lands for a diverse range of business, civic, and mixed-use development, typically at or near major intersections where visibility and good access are important, in a form that supports connections and a balance between automobile access and pedestrian-friendliness;
- (B) To incorporate development with multiple uses, shared parking, and coordinated signage and landscaping; and
- (C) To accommodate higher-density residential uses as part of vertically or horizontally mixed-use development.



**RESPONSE:** PPS-2023-002 & ADQ-2023-006 advance the purposes of the CGO Zone. As mentioned herein, the proposed consolidated storage facility with accessory community non-profit space and office uses is located within the CGO Zone. This Property has historically been vacant, and this project represents an opportunity to redevelop the site with uses that do not have high public infrastructure demands. Furthermore, the site will be developed with a mixture of nonresidential uses and allow for greater community interaction in the proposed non-profit space. The proposed development has frontage on MD 458 and the proposed architecture will consist of high-quality materials, which will be demonstrated at the time of DET. The development of the Property will lead to the installation of additional pedestrian connections along the neighboring road network as outlined in the Bicycle Pedestrian Impact Statement (BPIS) prepared by Lenhart Traffic Consulting, Inc. on February 2, 2024.

(2) Intensity and Dimensional Standards

Standard (1)	Townhouse Dwelling	Multifamily Dwelling, Artists' Residential Studio, Live-Work Dwelling (2)	Other Uses
Density, max. (du/ac of net lot area)	20.00	48.00	No requirement
Net lot area, min. (sf)	No requirement	7,500	No requirement
1 Lot width, min. (ft)	20	50	No requirement
Lot coverage, max. (% of net lot area)	65 (3)	70	No requirement
2 Front yard depth, min. (ft)	10	10	0
3 Side yard depth, min. (ft)	8 (4)	8	0
4 Rear yard depth, min. (ft)	15	15	0
5 Principal structure height, max. (ft) (5) (6)	50	86	No requirement

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

(1) See measurement rules and allowed exceptions in Section 27-2200, Measurement and Exceptions of Intensity and Dimensional Standards.

(2) The standards in this column apply to multifamily dwellings, artists' residential studios, and live-work dwellings as stand-alone development. Dwelling units above ground-level nonresidential development shall be subject to the maximum density standard in this column, but otherwise to the standards for Other Uses.

(3) Applicable to the lot coverage of the development lot as a whole rather than individual lots under townhouse units.

(4) Applicable to buildings on the edges of the development lot as a whole. Within the development lot as a whole, a minimum separation of 8 feet is required between buildings.

(5) Provided those portions of the structure greater than 50 ft high are set back from the minimum front, side, and rear yard depths an additional 0.5 ft for each 1 ft (or major fraction thereof) the height of the portion exceeds 50 ft.

(6) 110 ft for office buildings or mixed-use development consisting primarily of office uses.



**RESPONSE:** These requirements will be met and illustrated in the forthcoming DET submittal.

## **VIII. PRINCIPAL USE STANDARDS**

The following use-specific standards apply to consolidated storage:

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

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

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

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

**RESPONSE:** The proposed consolidated storage facility fronts on a single arterial roadway, MD 458, where a pair of one-way driveways are proposed. The traffic statement dated January 23, 2024, from Lenhart Traffic Consulting, Inc. indicates that the proposed uses would only have 10 AM and 16 PM peak hour trips, which can be accommodated by the existing arterial roadway.

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

**RESPONSE:** The Applicant acknowledges this standard and will demonstrate that the exterior and architectural facade of the proposed consolidated storage facility is compatible with the adjacent development at the time of DET submittal.

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

**RESPONSE:** The Applicant acknowledges this standard and will demonstrate that the proposed facility does not contain any entrances to individual storage units that are visible from a street or from adjoining land at the time of DET submittal.

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



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**RESPONSE:** The Applicant acknowledges this standard and will demonstrate that all 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 at the time of DET submittal.

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

**RESPONSE:** The Applicant acknowledges this standard and will demonstrate conformance, if external consolidated storage units are proposed, at the time of DET submittal.

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

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

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

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

**RESPONSE:** The Applicant acknowledges this standard and has provided a PPS that demonstrates a 1,500 square foot area within the ground floor of the facility has been set aside for community non-profit space. Adequate signage and ADA accessibility will be provided and demonstrated at the time of DET submittal. The Applicant also acknowledges the requirement to complete a Community Benefit Agreement as outlined in the Zoning Ordinance. The community non-profit organization will be selected based on the definition in Section 27-2500 of the Zoning Ordinance (shown below for reference).

**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.

(CB-011-2023)

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

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

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

**IX. PART 27-6: DEVELOPMENT STANDARDS**

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

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

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

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



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**RESPONSE:** A circulation plan will be included as part of the forthcoming DET application submittal.

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

### **(a) Definition of Street Functional Classification**

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

### **(b) Vehicular Accessway Classifications**

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

#### **(1) Driveways**

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

#### **(2) Alleys**

**(A)** *Alleys make up a specialized classification of accessway that primarily functions to provide secondary vehicular access and/or service and delivery vehicle access between a street and the rear or sides of lots or buildings. Alleys may provide primary vehicular*

*access for dwellings designed to have no driveway access from the fronting street, or access may be provided through a combination of an alley and a driveway from a fronting street. Alleys may not provide primary vehicular access for dwellings that do not have a fronting street.*

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

(3) *Connectivity*

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

**RESPONSE:**

The Applicant acknowledges these standards and has provided a pair of one-way driveway entrances that will connect to MD 458, Silver Hill Road, which is an existing public street.

(c) *Required Vehicular Access and Circulation*

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

**RESPONSE:**

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



**(d) Vehicular Access Management**

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

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

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

**RESPONSE:** The Applicant acknowledges that the development is proposed to be accessed from one-pair of one-way driveways along MD 458, which is classified as an arterial roadway. However, the subject Property does not have frontage on a secondary street to allow access from a lower-classified roadway. Therefore, the Applicant has provided a single pair of one-way driveways to access the Property from the arterial roadway in accordance with Section 27-6206(d)(2). Said development will also generate less than 1,000 trips or less, as demonstrated in the provided Traffic Impact Statement prepared by Lenhart Traffic Consulting, Inc. on January 23, 2024, and preserve the safety and efficient of travel on the arterial roadway.

**(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***

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*and abuts the right-of-way of two intersecting streets, two direct driveway access points are allowed (one to each street).*

**RESPONSE:** The Applicant acknowledges this standard but notes it does **not** apply as the application is for a PPS with a mixture of nonresidential uses and does not propose any residential dwellings.

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

**RESPONSE:** The Applicant acknowledges this standard but notes it does **not** apply as the application is for a PPS with a mixture of nonresidential uses and does not propose any residential dwellings.

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

**RESPONSE:** The Applicant acknowledges this standard but notes it does **not** apply as the subject Property is not classified as a through lot or corner lot.

(3) *Shared Driveways*

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

**RESPONSE:** The Applicant acknowledges this guideline but notes it is impractical to share driveway access for the subject Property. While there are two adjoining properties with existing access to MD 458 (a gas station with a separate car wash building to the west and a personal vehicle repair and maintenance shop to the east), a shared driveway between either property is not feasible.

The Applicant firstly contends that a shared driveway is not feasible between the existing gas station with a separate car wash building to the west and the proposed consolidated storage facility with accessory community non-profit space and office uses for a plethora of reasons. The first of which is sharing a common full access point along MD 458 would create unsafe vehicle circulation within the existing gas station and car wash site. Sharing access would require that the Applicant construct a driveway between parcels, which would conflict with the circulation and the location of the existing car wash building on the gas station and car wash parcel, which is



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approximately 30 feet from the existing access point. This distance would not allow vehicles to safely complete turning movements to enter the subject Property without interfering with the circulation of the gas station and carwash parcel. Furthermore, the proposed uses vary significantly in the number of trips generated and could result in greater instances of vehicles with differing classifications utilizing the same access point. Lastly, the nature of the proposed consolidated storage use means that portions of the site may be required to have secure access gates, which could inhibit the ability of the Applicant to propose a shared driveway with the neighboring property if it even was desired.

A shared driveway is also not feasible between the existing personal vehicle repair and maintenance shop to the east and the subject Property. This facility to the east is designated as a certified non-conforming use via CNU-5068-11, which was approved on December 03, 2012. As part of this approval, the facility maintains two existing secure access gates for its pair of one-way driveways along MD 458. A proposed shared access point would then inhibit the circulation of the existing use and is infeasible with these security gates. Construction of any additional roadway to connect the properties could also be hindered by existing steep slopes, which act as buffer between the sites. Furthermore, as stated previously, the nature of the proposed consolidated storage use means that portions of the site may be required to have their own secure access gates. Providing these gates could then inhibit the ability of the Applicant to propose a shared driveway with the neighboring property if it even was desired.

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

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

**(e) *Cross-Access***

**(1) *Purpose***

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

(2) *Cross-Access Between Adjoining Developments*

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

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



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**RESPONSE:** The Applicant acknowledges these standards and anticipates filing a request to the Planning Director to **waive** them with justification in the forthcoming DET submittal in accordance with Table 27-3614(b)(5) of the Zoning Ordinance.

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

***(1) Minimum Connectivity Index Score Required***

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

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the application is for a PPS with a mixture of nonresidential uses and does not propose any single-family residential dwellings.

***(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.***

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**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the application is for a PPS with a mixture of nonresidential uses and does not propose utilizing a cul-de-sac head or street turnaround.

**(h) External Street Connectivity**

- (1) *The arrangement of streets in a single-family residential subdivision shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are undeveloped and deemed appropriate for future development, or are developed and include opportunities for such connections.***
- (2) *Street rights-of-way shall be extended to or along adjoining property boundaries such that a street connection or stub street shall be provided for development where practicable and feasible in each direction (north, south, east, and west) for development that abuts vacant lands.***
- (3) *At all locations where streets terminate with no street connection, but a future connection is planned or accommodated, a sign shall be installed with the words "FUTURE STREET CONNECTION" to inform landowners.***
- (4) *The final plat (see Subtitle 24: Subdivision Regulations) shall identify all stub streets and include a notation that all stub streets are intended for connection with future streets on adjoining undeveloped or underdeveloped lands.***

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the application is for a PPS with a mixture of nonresidential uses and does not propose any single-family residential dwellings.

**(i) Continuation of Adjacent Streets**

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

**RESPONSE:** The Applicant acknowledges this standard has been met as the subject Property will be accessed via a pair of one-way entrances from MD 458. The extension of MD 458 is not required for these pair of entrances.

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



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- (1) *All traffic calming measures shall be coordinated with the applicable operating agency or municipality. Any traffic calming measures proposed in a County right-of-way shall require approval by the DPIE Director. Such approval shall also identify the responsible party for perpetual maintenance for any non-standard or non-conforming elements that may be proposed.*
- (2) *Street widths not in excess of basic design standards, short block lengths, on-street parking, controlled intersections, roundabouts, and other traffic-calming measures are encouraged on all local and subcollector streets that connect between two nodes in the connectivity index system, provided they do not interfere with emergency vehicle access.*
- (3) *Residential development shall employ measures to interrupt direct vehicle flow on linear street segments over 800 linear feet long, to the maximum extent practicable (see Figure 27-6206(j): Traffic Calming Measures). Such measures may include, but shall not be limited to:*
  - (A) *Stop signs at street intersections;*
  - (B) *Mini-roundabouts at intersections;*
  - (C) *Curvilinear street segments to slow traffic and interrupt monotonous streetscapes;*
  - (D) *Traffic-diverting physical devices such as neckdowns, chicanes, and diverter islands;*
  - (E) *Roadway striping to limit vehicular cartway widths or accommodate bike lanes; and*
  - (F) *Speed tables, raised intersections or elevated pedestrian street crossings.*
- (4) *Any physical installations that narrow the roadway and extend curbs toward the street centerline, such as bulbouts and chicanes, are discouraged on streets less than 24 feet wide, but are encouraged on wider streets as a traffic calming device and to reduce crossing distance for pedestrians, where practicable.*

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the application is for a PPS with a mixture of nonresidential uses and does not propose any private streets.

(k) *Block Design*

(1) ***Block Length***

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

- (A) *Environmental or topographic constraints exist;*
- (B) *The site has an irregular shape;*
- (C) *A longer block will reduce the number of railroad grade or water body crossings; or*
- (D) *Longer blocks will result in less traffic through residential subdivisions from adjoining businesses or areas.*

(2) ***Block Width***

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

(3) ***Through-Block Access***

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

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

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

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the subject Property is zoned CGO and does not utilize a block design.



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**(I) Driveway Layout and Design**

**(1) Driveway Width**

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

- (A) One-way driveways shall be at least 11 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.**
- (B) Two-way driveways shall be at least 22 feet wide, as measured between the edges of paving in a typical tangent section that does not include corner radii.**

**RESPONSE:** The Applicant acknowledges these standards and notes that the minimum width for one-way driveways is met as shown within the PPS submittal package.

**(2) Dead-End Driveway Length**

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

**RESPONSE:** The Applicant acknowledges this standard and notes the site is designed to allow for adequate fire truck “turn-around” movement.

**(3) Driveway Intersections**

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

**(A) Alignment**

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

**RESPONSE:** The Applicant acknowledges this standard but notes that there are no existing driveways on the opposite side of MD 458 as the property is zoned AG, owned by the United States Government, and functions with multiple driveways on MD 458 in one central location. However, the proposed pair of one-way driveways are located at the location of the existing access point for Parcel D (4005 Silver Hill Road, Suitland, MD 20746).

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**(B) Proximity to Adjoining Land**

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

**RESPONSE:** The Applicant acknowledges this standard and notes that the proposed pair of one-way driveways meets this separation standard. Additionally, the driveway radii do not encroach onto the adjacent property or interfere with safe use of a driveway on any adjoining property.

**(C) Medians in Driveway Entrances**

*Medians may be incorporated at driveway entrances provided:*

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

**RESPONSE:** The Applicant acknowledges these standards and the median proposed has been designed to conform with them.

**(m) Vehicle Stacking Space**

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

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

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**RESPONSE:** The Applicant acknowledges this standard but notes that it does **not** apply as the proposed uses for the subject Property do not require stacking spaces.

**(B) Design and Layout**

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

- (i) Stacking spaces shall be a minimum of 10 feet wide and 20 feet long;***
- (ii) Stacking spaces shall not impede on-site or off-site vehicular traffic movements or movements into or out of off-street parking spaces;***
- (iii) Stacking spaces shall not impede onsite or offsite bicycle or pedestrian traffic movements; and***
- (iv) Stacking spaces shall be separated from other internal driveways by raised medians if the DPIE Director (for public streets) or Planning Director (for private streets) determine the medians to be necessary for traffic movement and safety.***

**RESPONSE:** The Applicant acknowledges these standards but notes they do **not** apply as the proposed uses for the subject Property do not require stacking spaces.

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

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

**RESPONSE:** The Applicant acknowledges this standard but notes that it does **not** apply as the proposed uses for the subject Property do not require stacking lanes.



## **27-6207. Pedestrian Access and Circulation**

### **(a) Required Pedestrian Access**

#### **(1) General Pedestrian Access**

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

- (A) The primary entrance(s) of principal buildings (or the buildable area of lots, for subdivisions);*
- (B) Off-street parking bays;*
- (C) Any designated or planned transit stations or bus stops and shelters (on-site or on an adjacent street); and*
- (D) Recreation facilities and other common use areas and amenities.*

**RESPONSE:** The Applicant acknowledges these standards and notes that this proposed consolidated storage facility with accessory community non-profit and office uses shall be served by an internal pedestrian circulation system that meets the requirements of this section.

#### **(2) Sidewalks Required**

- (A) All new development subject to this Section, except for development fronting a rural road, or single-family subdivisions where the density is 1 dwelling unit per 2 acres or less, shall install sidewalks on both sides of all streets having curb and gutter construction within the development site and along the entire frontage of the development site with an existing street (unless an existing sidewalk meeting County standards is already in place).*
- (B) Where a development site fronts an existing street with insufficient right-of-way width to accommodate installation of a required sidewalk along the frontage, the developer shall install a sidewalk on the development site within a dedicated widening of the right-*

*of-way or dedicated public easement running parallel and adjacent to the public street.*

- (C) *The Planning Director may waive or modify the requirement for sidewalks where the applicant clearly demonstrates that such sidewalks are impractical or infeasible due to the presence of topographic conditions or natural features, such as steep grades that do not allow connections to be made without stairs.*

**RESPONSE:**

The Applicant acknowledges these standards and notes that the proposed development maintains the existing sidewalk along the subject Property's entire frontage along MD 458. A sidewalk extension is then proposed to connect the front entrance of the consolidated storage facility and the community non-profit space to MD 458. An internal sidewalk system is then provided along the western elevation of the building adjacent to the proposed parking lot. Crosswalks have been provided between the pair of one-way driveways and through the proposed median to maintain the pedestrian circulation system along MD 458.

(b) *Pedestrian Connectivity*

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

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

**RESPONSE:**

The Applicant acknowledges this standard and anticipates filing a request to the Planning Director to **waive** it with justification in the forthcoming DET submittal in accordance with Table 27-3614(b)(5) of the Zoning Ordinance.

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

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**RESPONSE:** The Applicant acknowledges this standard and anticipates filing a request to the Planning Director to **waive** it with justification in the forthcoming DET submittal in accordance with Table 27-3614(b)(5) of the Zoning Ordinance.

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

**RESPONSE:** The Applicant acknowledges this standard but notes that **no** easements allowing cross-access are proposed for the subject site.

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

- (A) *General Standards*

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

**RESPONSE:** The Applicant acknowledges this standard but notes that this standard likely will **not** apply as 150 parking spaces are not required for the proposed uses. However, the specific number of parking spaces proposed will be included as a component of the DET submittal.

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



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**RESPONSE:** The Applicant acknowledges this standard but notes that this standard likely will **not** apply as 150 parking spaces are not required for the proposed uses. However, the specific number of parking spaces proposed will be included as a component of the DET submittal.

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

**RESPONSE:** The Applicant acknowledges this standard but notes that this standard likely will **not** apply as 150 parking spaces are not required for the proposed uses. However, the specific number of parking spaces proposed will be included as a component of the DET submittal.

**(B) Walkway Standards**

***Required pedestrian walkways shall:***

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

**RESPONSE:** The Applicant acknowledges this standard but notes that this standard likely will **not** apply as 150 parking spaces are not required for the proposed uses. However, the specific number of parking spaces proposed will be included as a component of the DET submittal. Therefore, no required pedestrian walkways are necessary to provide access between vehicular parking areas for such a small parking lot. Nevertheless, the Applicant notes that a crosswalk connection has been provided between the pair of one-way driveway entrances to preserve the pedestrian network along MD 458. An extension of the MD 458 sidewalk network is then provided to the front entrances of the proposed facility and the western elevation facing the parking lot.

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

(a) ***Required Bicycle Access***

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

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

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

**RESPONSE:** The Applicant acknowledges this standard and notes that the required bicycle parking facilities will be shown within the forthcoming DET submittal in accordance with Section 27-6309.

(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.*

**RESPONSE:**

The Applicant acknowledges these standards and will comply if required by the operating agency for MD 458, which is the Maryland Department of Transportation (MDOT).

(b) *Bicycle Connectivity Between Developments*

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

- (1) *Any internal bicycle circulation system shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing a multifamily, townhouse, nonresidential, or mixed-use development, or to the boundary of adjoining vacant land zoned to allow townhouse, multifamily, nonresidential, or mixed-use development (including land in the Residential, Transit-Oriented/Activity Center, and Nonresidential base and PD zones).*
- (2) *The Planning Director may waive or modify the requirement for bicycle cross-access on determining that such cross-access is impractical or undesirable for typical bicyclists' use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those limiting mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.*
- (3) *Easements allowing cross-access to and from lands served by a bicycle cross-access, along with agreements between owners of lands that provide and are served by the cross-access defining the owners' maintenance responsibilities, shall be recorded with the Land Records of Prince*



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*George's County before issuance of a building permit for the development.*

**RESPONSE:** The Applicant acknowledges this standard and anticipates filing a request to the Planning Director to **waive** it with justification in the forthcoming DET submittal in accordance with Table 27-3614(b)(5) of the Zoning Ordinance.

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

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

***Required bicycle paths shall:***

- (A) Allow two-way bicycle circulation;***
- (B) Be at least ten (10) feet wide and surfaced with a smooth-surface (such as hot-mix asphalt), durable, and dustless material;***
- (C) Be distinguishable from vehicular traffic lanes they cross by painted markings, a change in pavement material or color, raised paving height, decorative bollards, and/or flashing caution signals; and***
- (D) Provide lighting similar to the lighting standards for residential streets established in the Prince George's County Specifications and Standards for Roadways and Bridges or other standards in Subtitle 23 of the County Code.***

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

***(2) On-Street Bicycle Facilities***

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

**RESPONSE:** The Applicant notes that any required bicycle lanes proposed by the operating agency for MD 458, will be designed in accordance with this regulation and all applicable County Street section standards.

***(d) Waiver***

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

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

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

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

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

**RESPONSE:** The Applicant notes that the proposed facility that contains multiple nonresidential uses has met the minimum open space set-aside area requirement of 7.5 percent (7.5%) as shown on the provided exhibit included within the PPS submission package.

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

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

**RESPONSE:** The Applicant notes that the proposed facility that contains multiple nonresidential uses has met the minimum open space set-aside area requirement of 7.5 percent (7.5%) as shown on the provided exhibit included within the PPS submission package. All provided open space set-aside areas meet the requirements specified in Table 27-6204(a) of the Zoning Ordinance.

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

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

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

**RESPONSE:** The Applicant acknowledges this standard and notes that none of the above areas are proposed as open space set-asides.

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

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

(a) *Location*

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

**RESPONSE:** The proposed woodland preservation area being utilized as open space set-aside is located on the Property and contiguous to the proposed developed area of the site. The woodland preservation is highly visible from the adjacent roadway, MD 458 and provides a focal point for the proposed development.

(b) *Configuration*

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



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

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

(c) *Orientation of Adjacent Buildings*

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

**RESPONSE:** The proposed building has at least one entrance facing the open space set-aside area, as shown on the exhibit within the PPS submittal package.

(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;*

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- (G) *Areas that accommodate multiple compatible open space set-aside uses rather than a single use; and*
- (H) *Historic and archeological features.*
- (2) *In the Transit-Oriented/Activity Center base and Planned Development (PD) zones, and to the maximum extent practicable, open space set-asides shall be located and organized to include, protect, or enhance the open areas and features identified in Section 27-6406(d)(1) above, except that the establishment of squares, plazas, forecourts, civic greens, and similar urban open space amenities shall have the highest priority.*

**RESPONSE:** As the site has a valid NRI (NRI-114-2023) and Woodland Conservation Exemption (S-158-2023), which indicates there is less than 10,000 square feet of woodland on-site, the Applicant has prioritized the provision of perimeter landscaping buffering as the primary component of the open space set-aside areas.

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

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

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

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

**Sec. 27-6500 Landscaping**

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

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**RESPONSE:** The Applicant acknowledges this requirement and will provide a landscape plan in conformance with the Prince George's County Landscape Manual within the forthcoming DET submittal. However, in advance of this future plan, adequate landscape buffering widths in accordance with Sections 4.2 and 4.7 of the Landscape Manual are shown on the open space set-aside exhibit and preliminary plans.

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

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

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

**RESPONSE:** The Applicant has included an approved NRI (NRI-114-2023) as part of the PPS submittal package.

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

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

**RESPONSE:** As the subject Property contains less than 10,000 square feet of woodland, the Applicant has provided a Woodland Conservation Exemption (S-158-2023), which was approved on October 25, 2023, as part of the PPS submittal package.

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

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

**RESPONSE:** The Applicant notes that the proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the approved stormwater concept plan (02336-2023-SDC), which is included in the PPS submittal package. No floodplain is present on the Property per available DPIE floodplain information.



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

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

**RESPONSE:** The Applicant notes that the proposed development will be in compliance with the above requirements, and has obtained the required approved Grading, Erosion, and Sediment Control Plan (CSC#71-24), which is included within this PPS submittal package.

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

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

**RESPONSE:** The Applicant notes that the proposed development conforms with all applicable sections of Subtitle 32 related to floodplain management as reflected on the approved stormwater concept plan (02336-2023-SDC), which is included in this PPS submittal package.

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

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

**RESPONSE:** The Applicant notes that this standard is not applicable as the Property is **not** within the CBCAO Zone.

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

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

**RESPONSE:** The Applicant notes that the proposed development conforms to all applicable requirements in the Subdivision Regulations for regulated environmental features.

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

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

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

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

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

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

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



*to be less than, 55 dBA during the hours of 10:00 PM to 7:00 AM and no greater than 65 dBA during the hours of 7:00 AM to 10:00 PM at the proposed location:*

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

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

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

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

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

##### *(a) Building Orientation*

##### *(1) Single-Building Development*

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

##### *(2) Multi-Building Development*

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

(3) *Accessory Uses and Structures*

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

**RESPONSE:** The Applicant acknowledges this requirement and has proposed a single-building development that fronts MD 458. The ground floor will contain accessory community non-profit space and a rental office for the consolidated storage units with the primary patron entrance facing MD 458. These uses will be within the primary building structure and are a component of the nonresidential mixed-use development.

(b) *Façade Articulation*

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

(1) *Wall Plane Horizontal Articulation*

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

(2) *Vertical Articulation*

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

(3) *Roof Line Variation*

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

**RESPONSE:** The Applicant acknowledges these façade articulation standards and will meet said requirements with the forthcoming DET application submittal.

(c) *Entrance*

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

**RESPONSE:** The Applicant acknowledges these entrance standards and will meet said requirements with the forthcoming DET application submittal.

**(d) *Building Façade Materials***

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

**RESPONSE:** The Applicant acknowledges this building façade material standard and will meet said requirement with the forthcoming DET application submittal.

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

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

**RESPONSE:** The Applicant acknowledges this loading and service area location standard and will meet said requirement with the forthcoming DET application submittal.

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

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

**RESPONSE:** The Applicant acknowledges this off-street parking location standard and will meet said requirement with the forthcoming DET application submittal.

**X. TREE CANOPY COVERAGE REQUIREMENT**

The Prince George's County Tree Canopy Coverage Ordinance, Subtitle 25 Division 3, requires the preservation, maintenance, enhancement, and restoration of tree canopy coverage on developed and developing sites for the benefit of County residents and future generations. All activities that are subject to this Division shall provide the tree canopy percentages listed in Table 1 of Section 25-128. Properties that are zoned CGO Zone are required to provide a minimum of fifteen (15) percent of the gross tract area in TCC, which will be evaluated with the forthcoming DET submittal.

**XI. CONCLUSION**

The Applicant respectfully submits that all the criteria for granting the proposed preliminary plan and certificate of adequacy applications have been met. Therefore, based upon the foregoing statement of justification and the accompanying application plans and documents, the Applicant respectfully requests approval of PPS-2023-002 & ADQ-2023-006.

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



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Respectfully submitted,



Arthur, J. Horne, Jr.

Enclosures

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AJH/ats