



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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PGCPB No. 17-117

File No. DSP-16057

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on July 27, 2017, regarding Detailed Site Plan DSP-16057 for Powder Mill Road Consolidated Storage, the Planning Board finds:

1. **Request:** The subject application proposes to develop the subject property with a 136,000-square-foot, three-story consolidated storage facility, and proposes to raze two existing buildings located closest to Cook Road, with the facility located within the footprint of the razed office buildings, and proposes to retain the other two existing office buildings on-site.

2. **Development Data Summary:**

Zone	EXISTING	APPROVED
	I-2	I-2
Use(s)	Commercial Office	Commercial Office and Consolidated Storage Facility
Gross Acreage	4.86	4.86
Net Acreage	4.86	4.86
Parcels/Lots	1	1
Gross Floor Area (sq. ft.)	64,000	151,270

OTHER DEVELOPMENT DATA

Parking Spaces for this DSP:

Office Use – 1/250 for first 2,000 sq. ft.

1 space/400sf for above 2,000 sq. ft.

Building A (4,880 sq. ft.)	16 spaces
Building B (10,390 sq. ft.)	29 spaces

Consolidated Storage Office Use – 4 spaces/1,000

Consolidated Storage Offices (1,000 sq. ft.)	4 spaces
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Consolidated Storage Units Use – 1 space/50 sq. ft.

Consolidated Storage Building (1,300 units)	26 spaces
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Total Required

75 spaces

Parking Spaces Provided:

Standard spaces (9.5 ft. x 19 ft.)	127 spaces
Parallel spaces (8.0 ft. x 22 ft.)	7 spaces
Handicap spaces (13 ft. x 19 ft.)	2 spaces
Van spaces (16 ft. x 19 ft.)	3 spaces

Total Provided

139 spaces

3. **Location:** The subject property is located on the north side of Powder Mill Road (MD 212), approximately 1,300 feet east of its intersection with Baltimore Avenue (US 1), in Planning Area 62 and Council District 1. More specifically, the site is located at 5050 Powder Mill Road, in Beltsville, Maryland, 20705
4. **Surroundings and Use:** The subject property is located on the north side of Powder Mill Road in an existing industrial park (Paulen Industrial Center). It is bounded to the east by vacant and undeveloped property in the I-2 Zone, to the west by warehouses in the I-2 Zone, to the north by vacant and undeveloped property in the I-2 Zone and to the south by a contractor's storage yard in the I-2 Zone. The neighborhood is predominately developed with a mix of office, warehouse, and storage uses.
5. **Previous Approvals:** The 2010 *Approved Subregion 1 Master Plan and Section Map Amendment* retained the property in the Heavy Industrial (I-2) Zone.

A final plat for the site was approved on March 15, 2017 and is recorded at SJH 247-15. The property is also the subject of Stormwater Management Concept Plan 2522-2017-00, approved by the Department of Permitting, Inspections and Enforcement (DPIE) on April 20, 2017 and valid until April 20, 2020.

6. **Design Features:** The subject site is part of a zoning merger, including Parcels 2 and 3. The application is for the development of Parcel 2, which includes four existing office buildings. The two office buildings nearest to Cook Road are proposed to be razed for the purpose of constructing a 136,000-square-foot, three-story consolidated storage facility. The property was developed in the early 1970s and does not comply with the current regulations, the redevelopment of this property will bring the site into conformance with stormwater, landscaping, and the requirements of the Zoning Ordinance.

The site is accessed by a private drive aisle from Cook Road along the west side of the property. A two-way ingress and egress is proposed from the site. The entrance to the consolidated storage facility is located off this drive aisle, which transitions to a one-way traffic pattern after the entrance to this facility. The one-way traffic pattern continues along the western property line to Herzel Place, which is an existing public right-of-way ending at the site's northwestern edge. The consolidated storage proposes a looped circulation pattern around the building and is secured by a gate. A two-way drive aisle is located along the western side of the site, with a one-way drive aisle

proposed on the building's eastern side, which provides egress from the site onto the one-way drive aisle running along the property boundary of the site connecting to Herzel Place. The consolidated storage facility is secured by a six-foot-fence located along north, south, and east property lines, with eight parking spaces located on the west side of the building for visitors, and the remaining parking and loading spaces located within the fenced-in area of the consolidated storage facility.

The site also includes two office buildings which are proposed to remain. These office buildings are located on the northern portion of the site, and are not included in the limit of grading and disturbance for the project. The office buildings are accessed from the one-way portion of the proposed access drive and include surface parking lots on the exterior of the buildings near the entrance of these facilities to serve this use.

Architecture: The building is generally rectangular and includes a flat roof with some variation across the length of the building. The front of the facility will face Powder Mill Road, with exterior storage unit doors located on the north and east sides of the buildings, which will not be visible from the street. The proposed building is 35 feet tall with three stories. The building has been designed to incorporate a variety of building materials into the building façade creating a clean and contemporary design, which will complement the surrounding uses. The building is finished with a combination of materials such as brick, metal panels, and masonry units.

Lighting: This detailed site plan (DSP) proposes lighting throughout the site to illuminate the building, parking areas, as well as loading spaces on the site. The site plans show pole-mounted lighting in the parking area near the consolidated storage office and throughout the site to provide a balanced lighting pattern on the property. Building-mounted lighting is also proposed on the new and existing buildings to highlight building entrances and provide patrons with a bright, safe atmosphere while not causing a glare onto adjoining properties.

Signage: Two building-mounted signs are located on the south and east elevations and one freestanding sign is being proposed with this application. A detail for a freestanding pylon sign is provided with the plan set that advertises the name of the storage facility. The sign is proposed to be internally illuminated with a height of 27 feet. It has been designed in a similar color scheme as the buildings and reflects the tenants name and logo on the sign. The sign includes a signage face of approximately 192 square feet. However, the Planning Board notes that the location of this sign has not been provided on the site or landscape plans, and its location should be shown prior to certification of the plans. A condition has been included this approval to require the applicant to show the location of this freestanding sign.

Two building-mounted signs are located on the south and east elevations which advertise the use of the facility. Each of these signs show a proposed sign area of 65 square feet. The following table includes the sign type, height, and area of the freestanding and building-mounted signs proposed with this application:

Sign location	Advertising	Sign type	Height of sign	Area of sign
Powder Mill Road	Tenant name	Pylon	27 feet	192 sq. ft.
East Elevation		Building-Mounted	23 feet	65 sq. ft.
South Elevation		Building-Mounted	23 feet	65 sq. ft.

Section 27-613 of the Zoning Ordinance provides regulations for building-mounted signs. The maximum permissible area of building signs is dependent upon the building width. The area of all of the signs on a two or three-story building shall be not more than three square feet of area for each one-linear-foot of width along the front of the building, to a maximum of 400 square feet. The maximum allowable signage area for the building-mounted signs based on the building length of 280 feet is greater than the maximum of 400 square feet. Therefore, the maximum area of 400 square feet would apply, and the building-mounted signs proposed with this application are within the allowable area. However, the Planning Board notes that two additional signs are shown on the building's south and east elevations, which advertise the tenant's name, and details for these signs have not been provided or been added to the sign calculation schedule. If they are to remain; details should be provided and their signage area should be added to the schedule. A condition has been included in this approval requiring an updated sign calculation schedule prior to signature approval.

Section 27-614 of the Zoning Ordinance, provides regulations for freestanding signs, the maximum allowable area for the sign is 140 feet, and is calculated as one square foot of sign area for each two linear feet of street frontage, to a maximum of 200 square feet. The DSP proposes 192 square feet and the allowable square footage based on the building's street frontage of 280 feet is 140 square feet. The signage area of the freestanding sign should be reduced to the allowable amount. A condition has been included in this approval reflecting the reduction of the signage area.

Additionally, the Planning Board notes that an existing billboard is located on the southeastern portion of site, which can be seen from Powder Mill Road. This billboard should be removed pursuant to Section 27-593(a)(13) of the Zoning Ordinance, which states that the existing Outdoor Advertising Sign (Billboard) located on the property is prohibited, unless a certified nonconforming use status is achieved.

If the existing billboard has not been certified as a nonconforming use, it should be removed from the subject site when the existing lease expires for the advertising site and no additional leases shall be signed. A condition has been included in this approval reflecting the removal of the sign.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the I-2 (Heavy Industrial) Zone for the subject property and with the site plan design guidelines of the Zoning Ordinance.

- a. The subject application is in conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in the industrial zones. The proposed consolidated storage facility is a permitted use in the I-2 Zone.
- b. **Section 27-475.04. Consolidated Storage.** Section 27-475.04 of the Zoning Ordinance provides the requirements for a consolidated storage facility as follows:

(1) Requirements.

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

The architectural elevations and site plan have been designed so that they do not show entrances to the individual storage units from the street or from adjoining land in a residential or commercial zone. The exterior entrances to the storage units are being proposed on the north and east sides of the building. It should be noted that these sides of the building face I-2 zoned property.

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

This DSP has been designed so that entrances to individual consolidated storage units are oriented toward the interior of the development for those not designed to be oriented toward the interior, they are completely screened from view by the proposed six-foot-high sight-tight fence.

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

The Planning Board found that this DSP complies with this requirement and proposes architectural elevations, showing a building height of 35 feet.

- c. **Site Design Guidelines:** Section 27-283 of the Zoning Ordinance provides that a DSP should be designed in accordance with the same design guidelines for a conceptual site plan (Section 27-274), and provides design guidelines regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service

areas; public spaces; and architecture. Section 27-274 further requires the applicant to demonstrate the following:

Section 27-274

(2) Parking, loading, and circulation

- (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.**
- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.**
- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.**

The Planning Board finds that this DSP is in general conformance with the site design guidelines contained in Section 27-274 of the Zoning Ordinance, regarding provisions for safe and efficient on-site pedestrian and vehicular circulation, as well as provisions for adequate illumination. Specifically, the plan shows interior two-way travel lanes at 24 feet in width and a one-way travel lane with 18 feet in width. The size of these travel lanes is large enough to provide safe parking as well as through traffic that can travel in both directions. There are 49 total parking spaces proposed for the consolidated storage facility and 100 parking spaces proposed for the office uses. The vehicular access to the site is provided by a private access driveway, which intersects with Cook Road on the southern boundary of the site, and Herzel Place on the northern boundary of the site. Both the office and consolidated storage uses are accessed from this driveway. These uses are separated by a six-foot board-on-board fence, which encircles the consolidated storage facility. The consolidated storage use is secured by a gate, and proposes a vehicular circulation pattern that provides a loop around the proposed building. Vehicles will be able to exit the property using the primary two-way drive aisle on the southern portion of the site, as well as, by a one-way exit located on the northeastern side of the proposed building. The two existing office buildings proposed to remain include existing parking areas, which are not being altered with this application. Parking spaces for both uses have been located at convenient locations, to allow customers to access the office buildings and the storage units. The Planning Board notes that six of the parking spaces are being removed to accommodate the one-way drive aisle to Herzel Place. However, enough parking has been provided with this DSP.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.**

The Planning Board finds that the proposed light fixtures include pole-mounted lighting in the parking area directly in front of the consolidated storage building that provide a balanced lighting pattern throughout the rest of the property and wall-mounted lighting placed on the sides of the new and existing buildings. The lighting placement has been designed to enhance the building entrances, pedestrian pathways, enhance the site's design character, and improve safety, while not causing a glare onto adjoining properties.

(4) Views.

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

The Planning Board finds that the DSP is designed to preserve, create, or emphasize views from the public roads and public spaces to the adjoining properties and green areas. The proposed buildings have been designed to provide a modern, clean, and appealing street presence along the roadways. This plan is designed to preserve, create, or emphasized views from the public roads that surround the property. The site has frontage on Powder Mill Road. The DSP is proposing a landscape strip along that road frontage. In addition, the layout of the storage facilities proposes all storage units with exterior doors on the north and east side of the building so as not to be visible from Powder Mill Road.

(5) Green Area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.**

The Planning Board finds that this DSP complies with the design guidelines outlined in above. The required green area for this project is 10 percent. The applicant is proposing 15 percent of green area within the site, and is reducing the impervious surface on-site by removing some of the existing paving on the property.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

The Planning Board notes that the applicant is not proposing site or streetscape amenities as part of this consolidated storage facility. However, the DSP does propose a landscape strip along that road frontage of the property that contributes to an attractive, and coordinated development pattern of the streetscape bordering the site.

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.**

The Planning Board notes that the development is being proposed on the site of the existing office buildings and is relatively leveled. Minor fine grading will be required, but should be designed to minimize disruption to existing topography and other natural resources on the site and on adjacent properties.

(8) Service Areas.

- (A) Service areas should be accessible, but unobtrusive.**

The Planning Board notes that the DSP proposes recessed loading areas on the southeastern side of the building. These loading areas are covered and partially screened by the building. The Planning Board also notes that no dumpster enclosure or trash facility has been proposed with this application. If one is proposed in the future it should be designed to match the brick color on the building, and include landscaping to screen the enclosure from the surrounding properties.

(9) Public Spaces.

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

The DSP does not propose any public space in this development.

(10) Architecture.

- (A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

The proposed building has been designed to incorporate a number of building materials into the design of the building to create visual interest, and included materials such as brick, metal panels, masonry accents as well as decorative cornice along the top of the building. In addition, the building creates visual interest by varying the depth of the building, especially along the frontage of Powder Mill Road. The varied depth not only creates visual interest but provides a functional value because it creates a covered parking area for customers.

8. **Final plat recorded at SJH 247-15:** A final plat covering the subject site, known as Gottfried's Addition to Beltsville, recorded this subject site, as Parcel 2. The plat was recorded subject to four notes. The following one note is applicable to this application and warrants discussion:

1. **This plat is being done in accordance with Section 24-111(a) of the Subdivision Regulations for the adjustment of lot lines interior to a "lot" as defined in Section 27-107.01(a) of the Zoning Ordinance being one or more record lots. The site is a result of a zoning merger by permit(s). The property included in this plat is part of a site which also includes adjoining abutting Lots 18-26, Block 54, and Lots 9-17, 22-26 and 30, Block 55, of Beltsville, Section 3 (the site). Pursuant to Section 24-111(a) this plat has been reviewed for conformance to zoning based on the merged "lot." This plat is not an indication of the ability of the interior lots shown hereon to independently meet the requirements of Zoning for permit purposes. Any permits submitted for a portion of the site must demonstrate the ability for that portion and all remaining portions to meet the requirements of the Zoning Ordinance independent of one another to reverse the applicants original zoning merger.**

The site is part of a zoning merger, and the submitted DSP is for a portion of the site recorded on the record plat, as Parcel 2. The revised plan meets the requirements of Zoning Ordinance in the I-2 Zone for the subject application.

Specifically, the site requires access to a public road, and revised site plan provides sufficient access for the property. A two-way drive aisle is shown at Cook Road, which transitions to a one-way drive aisle after the entrance to the consolidated storage facility, and provides independent access to the property.

9. **2010 Prince George's County Landscape Manual:** The application is subject to Section 4.2 Residential Requirements; Section 4.3, Parking Lot Requirements; and Section 4.9 Sustainable Landscaping Requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).
 - a. **Section 4.2, Requirements for Landscape Strips Along Streets**—The site is subject to Section 4.2 along its western property line where it abuts Cook Road and Powder Mill Road. Section 4.2 requires a minimum 10-foot-wide landscape strip to be planted with a minimum of one shade tree and ten shrubs per every 35 linear feet of road frontage in the Developing Tier. The road frontage along these roads is approximately 520 feet, however, the plans do not provide a label showing the dimension of road frontage and should be updated prior to the certification. A condition has been included in this approval requiring the applicant to provide the length of the Section 4.2 buffer on the landscape plan. The length of this landscape strip requires that 15 shade trees and 149 shrubs be provided. This application meets this requirement and proposes 23 shade trees, 4 ornamental/evergreen trees, and 152 shrubs.
 - b. **Section 4.3, Parking Lot Requirements**—The site is subject to Section 4.3 of the Landscape Manual, specifically Section 4.3(c)(1) and 4.3(c)(2).

Section 4.3(c)(1) of the Landscape Manual, requires parking lots within 30 feet of the property line in the developing tier provide a five-foot-wide landscape strip between the parking lot and any adjacent property line, and should be planted with one tree and three shrubs for every 35 linear feet of parking lot. This application includes 135 feet of frontage along the parking lot of the office buildings with the adjacent parcel and should be revised to provide a five-foot landscape strip, planted with three trees and 11 shrubs between the existing parking lot and Parcel 2. The plans incorrectly show conformance with Section 4.10 in this area, which provides regulations for private streets and should be revised. A condition has been included in this approval requiring the applicant to update the plan and schedule, to provide conformance with the appropriate section of the Landscape Manual, because this is not a private road.

Section 4.3(c)(2) of the Landscape Manual, stipulates that interior parking lot planting is required for parking areas that measure 7,000 square feet or larger. The application proposes a parking area of 33,175 square feet and is required to provide and interior landscape area of eight percent or 2,654 square feet. The application meets this requirement and proposes to include more internal planting area than required.

- c. **Section 4.9, Sustainable Landscaping Requirements**— Section 4.9 requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) be native species (or the cultivars of native species). The minimum percentage of each plant type required to be native species and/or native species cultivars is specified below:

Tree type	Required	Provided
Shade trees	50%	100%
Ornamental trees	50%	100%
Evergreen trees	30%	0%
Shrubs	30%	100%

The plans demonstrate conformance with the above requirements.

10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because although the property is greater than 40,000 square feet in size, it contains less than 10,000 square feet of existing woodland, and has no previously approved tree conservation plans. A standard letter of exemption from the Woodland and Wildlife Habitat Conservation Ordinance previously issued for this site expired as of January 26, 2017. A new valid letter of exemption is required prior to certification of the DSP. A condition of this approval requires the applicant to obtain a new WCO exemption letter.

An approved Natural Resources Inventory (NRI-191-14) was submitted with the application, which was approved on March 31, 2017.

11. **Prince George's County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are within the I-2 Zone and are required to provide a minimum of ten percent of the gross tract area of TCC. This project has 4.90 acres in the I-2 Zone that results in a required TCC of 0.49 acre for the site, or 21,344 square feet. The Planning Board notes that the plans propose more than what is required and meet the requirements of the Tree Canopy Coverage Ordinance.

12. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. **Community Planning**—The Planning Board noted the following:

General Plan: This application is consistent with the *Plan Prince George's 2035 Approved General Plan*.

Master Plan: This application conforms to the US 1/Baltimore Avenue Corridor land use recommendations and is not located within one of the four Focus Areas described in 2010 *Approved Master Plan and Sectional Map Amendment for Subregion 1 (Planning Areas 60, 61 62)*.

Aviation/MIOZ: The site is not located within an Aviation Policy Area.

SMA/Zoning: I-2 (Heavy Industrial)

Planning Issues: A self-storage facility is a permitted use within the I-2 Zone (Heavy Industrial) and consistent with the future land use (industrial) envisioned by the 2010 *Approved Master Plan and Sectional Map Amendment for Subregion 1 (Planning Areas 60, 61 62)*.

b. **Subdivision Review**—The Planning Board notes the following:

The subject property is located on Tax Map 19 in Grid B-2. The overall area of the DSP is 4.8551 acres and zoned Heavy Industrial (I-2). The site is known as Parcel 2, recorded in Plat Book SJH 247-15, Gottfried's Addition to Beltsville. The bearings and distances and acreage match the record plat.

The record plat contains 4 notes and the following are applicable to this application:

1. **This plat is being done in accordance with Section 24-111(a) of the Subdivision Regulations for the adjustment of lot lines interior to a "lot" as defined in Section 27-107.01(a) of the Zoning Ordinance being one or more record lots. The site is a result of a zoning merger by permit(s). The property included in this plat is part of a site which also includes adjoining abutting Lots 18-26, Block 54, and Lots 9-17, 22-26 and 30, Block 55, of Beltsville, Section 3 (the site). Pursuant to Section 24-111(a) this plat has been reviewed for conformance to zoning based on the merged "lot." This plat is not an indication of the ability of the interior lots shown hereon to independently meet the requirements of Zoning for permit purposes. Any permits submitted for a portion of the site must demonstrate the ability for that portion and all remaining portions to meet the requirements of the Zoning Ordinance independent of one another to reverse the applicants original zoning merger.**

The submitted DSP is for a portion of the site (Parcel 2). The Urban Design Section should determine if the subject site meets the requirements of Zoning independently for permit purposes.

2. **Total development within Parcel 2 is limited to 64,794 square feet of gross floor area of office development and 4,880 square feet of gross floor area of warehouse development or equivalent development which generates no more than the total am or pm peak hour trips created by the current existing development. Any development generating a traffic impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of adequacy of transportation facilities.**

The proposed DSP was evaluated by the Transportation Planning Section and a determination made that the proposed development is within the trip limitation established with the record plat.

Plan Comments

- (1) The application is proposing to raze the two existing buildings located closest to Cook Road. The plan should be revised to identify the buildings to be razed.

All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat, or permits will be placed on hold until the plans are corrected.

The Planning Board reviewed the subdivision-related recommendations and notes that these were addressed with the applicant during the review process. The site plan has been revised to meet the requirements of Zoning Ordinance independently for the subject site.

- c. **Transportation Planning**—The Planning Board reviewed the DSP application and noted the following:

The site consists of 4.85 acres in the I-2 Zone. The property fronts on the north side of Powder Mill Road, approximately 1,300 feet east of its intersection with Baltimore Avenue (US 1). The site is currently improved with four buildings involving office and warehouse uses. The applicant is proposing to raze two of the four buildings and replace them with a three-story, 136,000-square-foot consolidated storage building.

Master Plan and Review Comments

The property is located in an area where the development policies are governed by the 2010 *Approved Master Plan and Sectional Map Amendment for Subregion 1 (Planning Areas 60, 61 62)* (Subregion 1 and SMA). The plan recommends Powder Mill Road to be upgraded to a collector road (C-112). Powder Mill Road in the vicinity of the property is currently a two-lane road. Its ultimate planned cross section is two to four lanes. Some additional right-of-way will be needed to facilitate future widening, however, none of the

proposed buildings will be within the ultimate right-of-way. There are no previous transportation conditions associated with this site.

The site fronts on both Cook Road and Powder Mill Road, however, its access is by way of a 22-foot access easement between Parcel 3 and Parcel 2, the parcel which is the subject of this application. Currently, the facilities on both Parcels 2 and 3 have two-way access on the existing easement. However, under the current proposal, this development will be served by one half of the existing easement, thereby, allowing a one-way egress (towards the northeast only). This change in the use of the existing easement creates a circulation problem for the proposed development as well as the remaining buildings on Parcel 2. In order to exit the properties on Parcel 2, a driver would have to use Herzel Place, Old Baltimore Pike, and eventually on to Cook Road. There is also the issue of the proximity of the proposed two-way drive aisle relative to the intersection of Cook Road and the 22-foot easement. The Planning Board recommends widening of the easement by another 11 feet on the side of Parcel 2. This widening should be for approximately 100 feet from the center line of Cook Road.

Conclusion

Overall, from the standpoint of transportation planning, the Planning Board concludes that there are circulation problems that need to be addressed by the applicant, and conditioned this approval accordingly.

The Planning Board notes that a transition from the two-way ingress and egress of the consolidated storage to the one-way traffic pattern was addressed during the review process and is proposed with this site plan. An additional 11 feet allows for a transition in the traffic pattern. The plans have been revised to include a drive-aisle transition, which merges into the one-way traffic pattern from the two-way drive aisle at the entrance of the consolidated storage on the southeast side of the building. Additionally, the applicant should work with the owner of the adjacent parcel to create an access easement, to be recorded among the Prince George's County Land Records, if it is necessary.

- d. **Trails**—The Planning Board reviewed the DSP application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application is located on the north side of Powder Mill Road (MD 212) at the intersection of Cook Road. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the 2010 *Approved Master Plan and Sectional Map Amendment for Subregion 1 (Planning Areas 60, 61 62)* (area master plan). The subject application proposes a consolidated storage facility on a 4.85-acre site within the I-2 Zone.

Background

One master plan bikeway impacts the subject property. Powder Mill Road (MD 212) is a designated master plan bikeway. Bike lanes and paved shoulders have been provided along segments of the road with bikeway signage provided throughout the Beltsville Agricultural Research Center. The area master plan proposed designated bike lanes and sidewalks along Powder Mill Road between Baltimore Avenue (US 1) and Gunpowder Road, but the portion of the road east of US 1 is planned to remain open section. Currently, a narrow shoulder accommodates bikes in the vicinity of the subject site. If frontage improvements are necessary along Powder Mill Road, wider paved shoulders should be provided. However, the determination on whether widening is warranted along the site's frontage of MD 212 will be made by the Maryland State Highway Administration (SHA).

The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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

All of the roads in the heavy industrial area surrounding the site are open section with no existing or planned sidewalks to connect to. Powder Mill Road is also largely an open section road between US 1 and MD 197 with paved shoulders or designated bikes lanes to accommodate bicycle traffic. Due to the lack of connecting sidewalks on adjacent properties, the open section nature of the existing roads, and the anticipated lack of pedestrian trips generated by the proposed use, no sidewalk construction is recommended at this time unless otherwise recommended by the operating agency.

Conclusion

There are no master plan trails findings.

- e. **Environmental Planning**—The Planning Board reviewed the environmental-related conditions and found the following:

(1) **Site Description**

This 4.86-acre site in the I-2 Zone is located on the north side of Cook Road at its intersection with Powder Mill Road. The property is not located within the Air Installation Compatible Use Zone (AICUZ) of the Joint Land Use Study (JLUS). No scenic or historic roads are mapped adjacent to the site. According to mapping

research and as documented on the approved NRI, a network of stream channels exists offsite just to the east of the site. A small portion of the eastern side of the site is located within an area of regulated 100-year floodplain per the County approved "Anacostia River Watershed Study." The primary management area (PMA) has been delineated to incorporate the floodplain and stream buffer.

The site is located within the Indian Creek drainage area within the Potomac River Watershed, as designated by the Department of the Environment (DoE). The site is fully developed and contains a high percentage of impervious surfaces. No measurable woodlands exist on-site. The predominant soils found to occur according to the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS) include the Urban land-Russett-Christiana complex (0-5% slopes), Urban land-Sassafras complex (0-5% slopes), Urban land-Zekiah complex (0-2% slopes), and Zekiah and issue soils, frequently flooded. Although Marlboro soils are not known to occur on this site, Christiana clays are mapped on this property. According to information obtained from the Maryland Department of Natural Resources Natural (DNR) Heritage Program, there are no rare, threatened, or endangered species found to occur on or in the vicinity of this property. No forest interior dwelling bird habitat (FIDs) is located on-site. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site contains Regulated and Evaluation Areas. The site is located within the Subregion 1 Master Plan and SMA. The site is also located within Environmental Strategy Area 2 (formerly the Developing Tier) as designated by *Plan Prince George's 2035 Approved General Plan*.

(2) **Environmental Review**

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when, and by whom.

(3) **Natural Resources Inventory/Environmental Features**

An approved Natural Resources Inventory (NRI-191-14) was submitted with the application, which was approved on March 31, 2017.

There is a PMA comprised of floodplain and stream buffer that extends across a small portion of the eastern side of the site. No woodlands exist on-site.

The Planning Board found that no revisions to the NRI are necessary.

(4) **Woodland Conservation**

The site is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because although the property is greater than 40,000 square feet in size, it contains less than 10,000 square feet of existing woodland, and has no previously approved tree conservation plans. A standard letter of exemption from the Woodland and

Wildlife Habitat Conservation Ordinance was previously issued for this site expired as of January 26, 2017. A new valid letter of exemption is required prior to certification of the DSP.

(5) **Primary Management Area (PMA) Impacts**

The Zoning Ordinance requires that the Planning Board finds: "...the site plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible" (Section 27-239.02(a)(6)(A)(iii)).

Impacts to regulated environmental features must first be avoided and then minimized. If impacts to the regulated environmental features are proposed, a statement of justification must be submitted in accordance with Section 27-239.02(a)(6)(A)(iii) of the Zoning Ordinance. The justification must address how each impact has been avoided and/or minimized.

A letter of justification for the proposed impacts was date stamped as received on June 21, 2017. Only a small portion of the site is within the 100-year floodplain. This feature comprises part of the PMA on the subject property, which also includes an existing stream buffer in accordance with the Subdivision Regulations. The letter requests the validation of 0.64 acre of existing impacts to the PMA that includes areas of existing parking and buildings to remain on-site and for the removal of an existing parking lot and construction of a new three-story building and associated parking for consolidated storage use.

Two exhibits were submitted along with the letter showing that the proposed use is for the general redevelopment of the site including all associated infrastructure. Because the site is already developed and because the proposed redevelopment will require stormwater management approval with the required floodplain controls, thus improving water quality over what currently exists on-site, the Planning Board supports this proposed impact.

Finding: The regulated environmental features on the subject property appear to have been preserved and/or restored to the fullest extent possible given the unusual development constraints of the property.

(6) **Soils**

The predominant soils found to occur on-site, per the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Urban land-Russett-Christiana complex (0-5% slopes), Urban land-Sassafras complex (0-5% slopes), Urban land-Zekiah complex (0-2% slopes), and Zekiah and issue soils, frequently flooded. According to available information Marlboro clay is not identified on the property; however, Christiana complexes are known to occur on-site.

This information is provided for the applicant's benefit. The County may require a soils report in conformance with County Council Bill CB-94-2004 during the building permit process review.

(7) Stormwater Management

An approved Stormwater Management Concept plan and approval letter (2522-2017-00) was submitted with the subject application. The approved concept shows the use of two micro-bioretenment areas, which will ultimately drain into the stream adjoining the property.

This site was originally developed prior to any stormwater regulations. The redevelopment of this site must meet 75 percent water quality volume of the existing impervious area within the proposed disturbed area, and 100 percent of the water quality volume and channel protection volume for new impervious area using environmental site design practices. The conditions of the approved concept require a site development fine grading permit and/or to revise the proposed micro-bioretenment areas to be submerged gravel wetlands or provide documentation from Maryland Department of Environment (MDE) with approval of an impermeable liner due to groundwater interception with the bottom of the micro-bioretenment areas.

The Planning Board found that no revisions are required for conformance with the approved stormwater management concept.

f. Historic Preservation—The Planning Board noted the following:

The subject property comprises 4.8551 acres located on the north side of Powder Mill Road (MD 212), approximately 1,300 feet east of its intersection with Baltimore Avenue in Beltsville, Maryland. The subject application proposes the construction of a 136,000-square-foot, three-story consolidated storage facility with 49 associated parking spaces. The subject property is within the I-2 Zone.

The subject property is currently developed with four office buildings constructed circa 1971, totaling over 64,000 gross square feet in size. The building was in what was known as the Paulen Industrial Center, a collection of warehouses and office buildings in Beltsville. Historic Preservation staff requests permission to photo document the building prior to its demolition.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The Planning Board finds that this proposal will not impact any historic sites, historic resources or known archeological sites.

- g. **Permit Review**—The Planning Board finds that the permit-related comments have been either addressed or worded as conditions in this approval.
 - h. **Prince George's County Fire/EMS Department**—The Fire/EMS Department did not offer any comments on the subject project.
 - i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer any comments on the subject project.
 - j. **Prince George's County Police Department**—The Police Department did not offer any comments on the subject project.
 - k. **Prince George's County Health Department**—The Health Department did not offer any comments on the subject project.
 - l. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail dated June 2, 2017, WSSC offered numerous comments regarding the provision of water and sewer to the development. These comments have been provided to the applicant and will be addressed through WSSC's separate permitting process.
 - m. **Verizon**—Verizon did not offer any comments on the subject project.
 - n. **Potomac Electric Power Company (PEPCO)**—PEPCO did not offer any comments on the subject project.
13. As required by Section 27-285(b)(1), this DSP, if approved with the conditions below, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use
14. As required by Section 27-285(b)(4) of the Zoning Ordinance, the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5).

The Planning Board finds that the regulated environmental features on the subject property appear to have been preserved and/or restored to the fullest extent possible given the unusual development constraints of the property.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-16057, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the applicant shall revise the DSP to:
 - a. Show the location of the freestanding sign, or remove the detail from the plan.
 - b. Change the height of the freestanding-pylon sign to the maximum allowable height of the 25 feet and reduce the signage area for this sign to reflect the allowed sign area.
 - c. Provide details for the two additional signs shown on the building's south and east elevations, which advertise the tenant's name, and update the sign calculation schedule to reflect their additional signage area.
 - d. Add a site plan note which reads: "Pursuant to the provisions of CB-84-2016 and Section 27-244 of the Prince George's County Code Zoning Ordinance, the existing billboard on-site shall either be certified as a nonconforming use prior to December 31, 2021 or be removed."
 - e. Provide a valid standard letter of exemption from the Woodland and Wildlife Habitat Conservation Ordinance for this property.
 - f. Provide dimensions showing the length of the Section 4.2 buffer on the landscape plans.
 - g. Include a drive-aisle transition, which merges into the one-way traffic pattern from the two-way drive aisle at the entrance of the consolidated storage on the southeast side of the building.
 - h. Show conformance with Section 4.3 of the 2010 Prince George's County Landscape Manual and update the landscape schedules.
2. Prior to issuance of the building permit, the applicant shall either provide a drive-aisle transition, which merges into the one-way traffic pattern from the two-way drive aisle at the entrance of the consolidated storage facility on the southeast die of the building, or record a shared-access easement amongst the Prince George's County Land Records based on the existing easement, if it is necessary. If the latter occurs, the drive-aisle transition shall not be required and void.

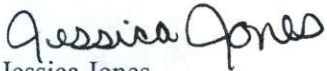
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Doerner, with Commissioners Geraldo, Doerner, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, July 27, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of September 2017.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:NAB:rpg


APPROVED AS TO LEGAL SUFFICIENCY
M-NCPPC Legal Department
Date 8/15/17