

R E S O L U T I O N

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 26, 2018, regarding Detailed Site Plan DSP-18017 for JDA Baltimore Avenue, the Planning Board finds:

1. **Request:** With the subject detailed site plan (DSP), the applicant is requesting to modify the Table of Uses of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA), to expressly permit a consolidated storage facility on the subject site and construct a 116,615-square-foot building.
2. **Location:** The subject property is located on the west side of US 1 (Baltimore Avenue), in the northwest quadrant of the "T" intersection of US 1 and Hollywood Road, at 9604 Baltimore Avenue. The site is in Planning Area 66, Council District 3. The site is also within the Corridor Infill Character Area and is subject to the Development District Overlay (D-D-O) Zone standards found in the Central US 1 Corridor Sector Plan and SMA.
3. **Surrounding Uses:** The subject site is bounded to the north by a parcel used for a private right-of-way that has not been dedicated to public use, known as Park Road, and a hotel, which is under construction in the Commercial Shopping Center (C-S-C)/D-D-O Zones; to the south by developed property in the Mixed Use-Infill (M-U-I)/D-D-O Zones; to the west by vacant property in the Multifamily High Density Residential (R-10) Zone; and to the east by the right-of-way of US 1, and further across US 1 are developed properties in the M-U-I/D-D-O Zones.
4. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	C-S-C/D-D-O	C-S-C/D-D-O
Use(s)	Retail	Consolidated Storage
Acreage	0.89	0.89
Parcel	1	1
Total gross floor area (sq. ft.)	1,653 (to be razed)	116,615

OTHER DEVELOPMENT DATA

The project is proposed with 950 storage units with direct access interior to the building, 940 square feet of office, and a resident manager.

Parking Requirements (per Zoning Ordinance)	Required	Provided
1 per 50 storage units plus 2 for manager and @ 4/1,000 sq. ft. office	13*	12*
Handicap Space	1	1 (van-accessible)
Bike Parking (per Sector Plan)		
@ 1/3 vehicle spaces	4	4
Loading Spaces		
	N/A	2 spaces**

Notes: *Calculation per page 239 of the Central US 1 Corridor Sector Plan and SMA. A consolidated storage is not a retail use, but is identified as a storage use in Section 25-568. An amendment to the D-D-O Zone parking standard is permitted and is requested.

**The Central US 1 Corridor Sector Plan and SMA does not have specific requirements for the number of loading spaces.

5. **Prior approvals:** The Central US 1 Corridor Sector Plan and SMA retained the property in the D-D-O/C-S-C Zones. A Preliminary Plan of Subdivision (PPS) 4-17042 was approved by the Planning Board (PGPCB Resolution No. 18-55) on June 28, 2018, for one parcel, subject to nine conditions, as discussed further.

The site has an approved Stormwater Management (SWM) Concept Plan (59156-2017-0) that is in conformance with the current code and is valid until March 1, 2021.

6. **Design Features:** The subject site is rectangular in shape and has frontage on the west side (southbound lanes) of US 1. The site is located within the municipal limits of the City of College Park. The property is presently improved with an existing two-story brick and frame building, which is to be razed. A small parking compound exists, adjoining the east and south sides of the building. The site topography slopes at a relatively steep grade from front to back. Only approximately 40 percent of the site is cleared and improved. The balance of the property is wooded. Sensitive environmental features are located at the rear western edge of the property. These include primary management area (PMA) and a stream buffer.

There are presently two points of access. A driveway located in the northern portion of the site onto US 1 and a second access exists along the southern property line across US 1 from Hollywood Road. The intersection of the southern access driveway and Hollywood Road is controlled by a traffic signal. Hollywood Road is located on the east side (northbound lanes) of

US 1. A private, shared, vehicular access easement is located on the west side of US 1, at the Hollywood Road intersection. Access at that point is established pursuant to a document titled “Mutual Grant of Right of Way for All Purposes,” which is dated October 12, 1994 and recorded among the Land Records of Prince George’s County, Maryland, in Liber 9846, Folio 108. Pursuant to this document, a right-of-way for all purposes, including vehicular and pedestrian access, is granted mutually between the prior owners of the property (Harry and Isabel Silkman) and Nyun Shin and Young Shin, the owners of the property located immediately south (the “Shin Property”), known as Parcel 35. Fifteen feet of the 25-foot-wide easement is located on the subject property. The remaining 10 feet is located on the Shin Property, outside the boundary of this DSP. In addition, some revisions are needed to the site plan to remove the bus pull-off land and cycle track shown along the US 1 frontage because they are within the right-of-way. The applicant should provide a minimum of 10-foot-wide landscape strip with street trees to be a minimum of 30 feet on center and a minimum 8-foot-wide sidewalk.

Architecture—This DSP proposes to construct and operate a six-story consolidated storage facility with a gross floor area (GFA) of 116,615 square feet. The building footprint for the first floor of the building is approximately 17,050 square feet. Within the first floor, in addition to the individual storage units, there will be a small office space of 940 GFA. The applicant has indicated that there will be incidental retail sales for items such as boxes, tape, locks, etc., which will be items needed by patrons of the consolidated storage facility. Subsequent floors located above the first floor will contain more than 17,050 square feet of floor area. This is due to the fact that parking and loading areas are proposed to be located on the ground level. As the building increases in height, the square footage of the building increases, in that the building will be cantilevered to cover the first-floor parking and loading spaces.

The balance of the building will be devoted to individual consolidated storage units. In total, the building will include between 900 to 950 individual units accessed interior to the building. The units will be available in different sizes to accommodate the needs of patrons, including 5 feet by 5 feet, 5 feet by 10 feet, 10 feet by 10 feet, 10 feet by 15 feet, 10 feet by 20 feet, and 10 feet by 30 feet. The exact mix of sizes will be determined at a later date but will not exceed 950 units. The office area is proposed to be oriented toward the property’s US 1 frontage.

The architectural elevations show a flat roof building with the front section along US 1 as five stories, and rises to six stories, with a setback of approximately 20 feet from the front. Substantial effort and commitment has been expended in order to provide an architectural style which appears as an office building, when viewed from the US 1 frontage. The first floor of the building contains substantial glazing to provide windows and doors for the office area. Awnings are proposed for portions of the eastern and southern elevations to enhance architectural interest. A metal canopy will extend over the entrance door along the eastern elevation. The area above the fifth floor on the eastern elevation will consist of a terrace/balcony area, with substantial greenery to enhance the building’s visual aesthetics from US 1. The front (east) elevation of the building contains glazing, which extends the entire five floors. The first two floors of the eastern elevation will be constructed of split-face concrete masonry units (CMUs) that needs to be consistent with the above. The three floors above will be constructed of attractive red brick.

Exterior insulation finishing system (EIFS) treatments in light grey color will accent portions of the building. The southern and northern elevations of the building also include split-face CMUs along the lower levels of the building that needs to be replaced with the same brick finish as those above. As stated, the upper floors of a portion of both the southern and northern elevations will include substantial areas of attractive red brick. Both the southern and northern elevations will also include EIFS treatments, with inset EIFS panels, to create architectural articulation and visual interest. A cornice treatment runs along the entire top of all of the elevations, in order to further enhance architectural articulation and to screen rooftop heating, ventilation and air conditioning (HVAC) equipment. The rear (or western) elevation of the building will consist of split-face CMUs along the bottom, with EIFS above. The CMUs are proposed to be dark grey in color. The EIFS treatments are a lighter grey. These contrasts provide interest, along with the red brick and substantial glazed areas of the building. As previously stated, significant design efforts have been made on the main elevations that are visible from US 1. For example, the eastern elevation (main façade) has been designed as a faux two-story storefront and extensive glazing is used to create an active street front. Consistent with the buildings adjacent to this site, the street level finish materials are primarily brick. The applicant has made the efforts to make the building look as a four-story building viewed from Baltimore Avenue and to be compatible with those buildings immediately surrounding the site.

Signage—A signage plan has been filed with this application. A total of four signs are proposed. Two signs are proposed to be located on the front (or eastern) elevation of the building. A single sign is proposed to be located on both the northern and southern elevations of the building, close to the front of the building. These signs are proposed in order to advise patrons as to the location of the building. The building carries a primary identification sign of “CubeSmart,” a national consolidated storage operator. CubeSmart will operate the business on the property on behalf of the developer, Johnson Co. Three building signs will be located beneath the cornice area on the eastern, southern, and northern elevations of the building. These signs are to read “CubeSmart self-storage.” It is proposed that the lettering of the signs will be red, in order to compliment the red brick treatment on the building. The fourth sign will indicate “office” and will be more directional in nature, in order to guide patrons to the entrance of the office area. This fourth sign will be located immediately above the entry door to the office on the eastern elevation.

In addition to the building signs, certain directional signs will be located on-site. A detail sheet for these directional signs is included as part of the site plan package. The D-D-O Zone signage standards on sign area allow up to 10 percent of the façade area in signage where the building sign is located. The largest sign is around 220 square feet, which is well below the maximum sign area allowed by the D-D-O Zone standards.

Lighting—A photometric plan was provided with this application. The DSP, landscape plan, and photometric plan should be revised to show the number and placement of pedestrian lighting along US 1, with the latter also showing the pedestrian lighting footprints. Streetlight fixture heights should generally be no higher than 15 feet, in accordance with the development district standards in the Central US 1 Corridor Sector Plan (page 266). In addition, the photometric plan should

show that no light trespass will impact properties to the north and south. Lighting details should clearly indicate the height of the specific poles proposed and should all be full cut-off fixtures. The pedestrian lighting fixture (Alumilite, VK1340/LED-UV-SL; Pole: DP-12-4-36"-Silver) should be spaced not more than 30 feet on center.

Green Building Techniques—A LEED (Leadership in Energy and Environmental Design) Score Card for LEED V4 BD+C (Building Design and Construction) Warehouses and Distribution Centers Rating System has been submitted with this DSP. In accordance with the score card, this project will achieve certification under the respective rating system.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The Central US 1 Corridor Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a D-D-O Zone on the US 1 Corridor. The purpose of the standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for College Park and the University of Maryland. The land use concept of the sector plan divides the entire area into four character areas: Natural Area, Existing Residential, Corridor Infill, and Walkable Node. The subject property is located in the Corridor Infill Character Area.

The vision for Central US 1 is a vibrant hub of activity, highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

As discussed in the amendment sections of this report, the applicant has requested an amendment to the D-D-O Zone use table to permit a consolidated storage at this location in the C-S-C/D-D-O Zones. The subject application proposes a use that is not permitted in the Table of Uses Permitted—Commercial Zones on page 318 of the sector plan. The applicant has also filed amendments to the development standards, as discussed in the amendment sections of this report.

8. **Prince George's County Zoning Ordinance:** Section 27-548.25(b) requires that the Planning Board find that the site plan meets the applicable development district standards for approval, unless amendments are approved pursuant to Section 27-548.25(c). The development district standards are organized into several categories: Building Form, Architectural Elements, Sustainability and the Environment, and Streets and Open Spaces. Based on the analysis, the DSP meets the development district standards, with amendments.

2010 Sector Plan Recommendations

The subject property is located within a corridor infill area (page 61) of the Central US 1 Corridor Sector Plan and SMA. The land use vision for corridor infill properties are set forth, as follows:

Consists of mixed-use but primarily residential urban fabric. It may have a wide range of building types, such as single-family, side yard, and row houses. Setbacks and landscaping are variable. New development in corridor infill areas are regulated in detail in these development district standards (page 228).

The sector plan recommends mixed-use commercial land uses on the subject property. On page 57, defines mixed-use commercial as:

Properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic and recreational uses. These properties may include a residential component but are primarily commercial in nature.

This DPS building is designed to fulfill the land use recommendations for the mixed-use commercial infill area, in general.

Corridor Infill Policies

The US 1 Corridor Sector Plan elaborates on the development patterns for each character area in Chapter 3. A key goal of the sector plan is to transform US 1 from an auto-oriented strip corridor into a series of compact, walkable nodes that will become memorable places. The subject DSP is designed to implement this goal.

The sector plan also established specific land use and urban design policies for each character area. The urban design policies for corridor infill properties are set forth on pages 70 through 72 of the sector plan. The subject DSP has incorporated the four policies and specific strategies, as follows:

Policy 1: Provide a comfortable and safe route for pedestrians and bicyclists to travel along US 1.

Strategies

- 1. Establish wide sidewalks (between 8 and 16 feet wide) and, where appropriate, shared side paths that are buffered from US 1 and can accommodate pedestrians and slow bicyclists.**

The combination of the six-foot-wide sidewalk and the five-foot-wide cycle track along the property's US 1 frontage satisfies this wide sidewalk requirement. In addition, the applicant is proposing to provide a four-foot-wide bicycle/ pedestrian path adjacent to its building. This four-foot-wide path will be asphalt paved and will connect to a pedestrian/bicycle path located on the Mazza Residential Property to the southwest.

2. **Support the SHA proposed redesign of US 1 to provide median/safe refuges and recommend SHA construct cycle tracks as the preferred bicycle treatment.**

The DSP conforms to the Maryland State Highway Administration's (SHA) proposed improvement plan for US 1.

3. **Create a ten-foot wide landscaped planting strip with large shade trees between US 1 and the sidewalk. This will provide adequate buffering for pedestrians on the sidewalk, while also providing space for landscaping to buffer residents occupying lower floors of buildings from the noise and visual impact of US 1 traffic.**

A ten-foot-wide landscape strip is proposed and shown on the landscape plan, with a planting strip with shade trees.

Policy 2: Develop a more residential character in the corridor infill areas with park-like landscaping, easy accessibility to nearby goods and services, and redevelopment of the existing strip-commercial character of US 1.

Strategies

1. **Focus development primarily on residential land uses. Residential buildings or buildings with ground floor retail and residential uses above should be built with heights between two and four stories. An additional attic story may be appropriate to facilitate the desired character for these areas.**

The proposed development scenario does not include residential uses. However, the property is a small 38,528-square-foot parcel, with a challenged topography which would make development of a residential component difficult. In addition, the table of uses for the C-S-C Zone in the D-D-O Zone is very restrictive in terms of the type of residential uses that would be permitted, and generally limits dwellings to above first floor retail.

2. **Preserve an automobile sales and services area between Indian Lane and Erie Street. Even in an area recommended for multimodal accessibility and the reduction of automobile dependence, these services are still essential to the modern lifestyle. Concentrating all future auto-oriented services in this segment of US 1 will eliminate the need to provide them elsewhere along the corridor.**

This strategy is not applicable to this site, which will be redeveloped with a building containing five to six stories, consistent with the D-D-O Zone standards with an amendment, as discussed further.

3. **Establish a build-to line between 20 and 25 feet from the ultimate right-of-way of US 1. Coordinate with utilities agencies and other stakeholders to minimize potential conflicts with the public utilities easement.**

The DSP proposes a build-to line 20 feet from the ultimate right-of-way line of US 1, which meets the requirement.

4. **Locate parking mid-block, and visually screen parking from the street. Depending on the density of the area, parking can be located in surface parking lots or structure parking decks. All mid-block parking should be lined with habitable space where it fronts major streets.**

While this is a single, small, rectangular lot, parking for this building is located in the middle of the lot, on the south side of the building. When planning development for a single lot, it is not possible to locate parking mid-block. As also discussed previously, parking is located on the ground level, but beneath the second floor of the building. It is therefore screened from the street by the proposed building.

5. **Establish a more traditional residential building frontage by providing stoop, porches, and balconies.**

As discussed, the architectural elevations incorporate appropriate articulation for the mixed-use infill site, which does not include a residential component.

Policy 3: Provide strong connections to walkable nodes and existing residential neighborhoods.

Strategies

1. **Initiate an access management plan to study potential new connections for mid-block alleys and interconnected parking lots. Work with property owners to make agreements to share mid-block or rear access to their properties, and close driveways on US 1. Consolidate access points for development along US 1 to cross streets wherever possible. Greater street connectivity will also provide better access to properties along US 1.**

Access to the property is via a reciprocal access easement, 25 feet in width, which is to be shared by the consolidated storage use and the automotive uses located on Parcel 35 abutting to the south. Since the property's existing northernmost access drive will be closed, this development proposal will encourage the consolidation of access points along US 1, to the existing shared access easement across from Hollywood Road, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, access which was authorized by the Planning Board with the approval of the PPS.

2. **Establish pedestrian and bicycle-friendly street connection to existing residential neighborhoods and trails. Provide tree-lined streets with continuous sidewalks along these connections.**

As discussed above, the applicant is proposing to implement a four-foot-wide bicycle/pedestrian path/trail, which will connect from US 1 to the trail located on the Mazza Property to the southwest, when access off-site to the Mazza property is obtained. This will provide an easy connection for both bicyclists and pedestrians to access the bicycle path, which will be located parallel to US 1.

Policy 4: Establish appropriate residential densities within the corridor infill areas to ensure preservation of existing single-family neighborhoods.

Strategies

- 1. Limit residential density by reducing the maximum number of dwelling units per acre permitted in the U-U-I Zone.**

This policy is not applicable to the property because it is zoned C-S-C.

- 2. Require acquisition of at least one and a half acre of property under single ownership to permit rezoning to the M-U-I Zone through the detailed site plan process detailed under Section 27-548.25 of the Zoning Ordinance.**

This policy is not applicable because the property is 38,528 square feet under single ownership.

The Planning Board finds that this DSP conforms to the development district standards with amendments as set forth below and proposes to redevelop this infill site with an urban prototype of a facility of five to six stories high. Through design articulation, a faux storefront, with extensive glazing, has been achieved that contains two stories of storage units. Redevelopment of this site will implement recommendations for this general area. Redevelopment of this site will be consistent with development along this segment of US 1. The building is designed, articulated, and finished in a compatible way as those building on both sides. This redevelopment project will upgrade the existing site and continue the revitalization of the US 1 Corridor. The Planning Board approved this DSP based on the findings contained in this resolution and the referrals incorporated herein by reference subject to conditions and approval of the development district standard amendments.

- 9. Amendment of Approved Development District Overlay Zone Table of Uses:** The Central US 1 Corridor Sector Plan sets forth the table of uses in commercial zones, commencing on page 318. It is noted that, if a use is not expressly listed as permitted or prohibited, it is deemed to be prohibited. The table of uses for the C-S-C Zone in the D-D-O Zone does not list consolidated storage. Therefore, consolidated storage is not a permitted use on this property.

Pursuant to the provisions of Section 27-548.22, uses allowed in the D-D-O Zone shall be the same as those allowed in the underlying zone for the particular property, unless modified by the development district standards approved by the District Council. In this case, the sector plan amends the use table for the C-S-C Zone to prohibit consolidated storage on the subject site.

Section 27-548.26(b) provides that a property owner may request that the District Council amend the development requirements for an owner's property, in order to (a) request changes to the boundary of the approved D-D-O Zone or (b) request changes to the underlying zones or the list of allowed uses, as modified by the development district standards. The request to amend the table of uses is considered by the District Council through its consideration of a DSP.

The applicant has requested an amendment to the table of uses to permit the consolidated storage use. This use change must be approved by the Prince George's County District Council. While the Planning Board takes no position on the use amendment, the Planning Board approved the DSP site development, which has been reviewed for conformance to the D-D-O Zone standards. The site plan as proposed could be occupied by an alternative permitted use.

Section 27-548.26(b)(2) of the Prince George's County Zoning Ordinance provides that, as part of a request to amend the table of uses, the applicant shall include a statement showing how the proposed development conforms with the purposes and recommendations of the master plan, master plan amendment or sector plan. The applicant filed a statement of justification (SOJ) to address the required findings. Portions of the SOJ are quoted below, specific to the amendment to the use table (a), followed by information from Planning Board for consideration by the District Council (b).

a. **"COMPLIANCE WITH SECTOR PLAN AND ZONING ORDINANCE PROVISIONS**

"In 2008, Prince George's County commenced a process which led, in 2010, to the Adoption and Approval of the Central US 1 Corridor Approved Sector Plan and Sectional Map Amendment. The Sector Plan area consists of approximately 842 acres. A copy of a map depicting the Sector Plan boundaries is marked Exhibit 'D' and attached hereto.

"Pursuant to the provisions of Section 27-548.19 of the Prince George's County Zoning Ordinance ('Zoning Ordinance'), the Prince George's County Council, sitting as the District Council ('District Counsel') is authorized to superimpose a Development District Overlay Zone ('DDOZ') over land within the Sector Plan area. The purpose of a DDOZ is to ensure that development within a designated Development District meets the goals and standards established by the applicable Sector Plan.

"The Property was zoned C-S-C prior to the adoption of the Sector Plan. That underlying zoning classification did not change. (See Map 28, 'Existing Zoning North', page 276 of the Sector Plan text document and Map 31 'Approved Zoning North', page 281 of the Sector Plan text

document). However, as authorized pursuant to Section 27-548.21 of the Zoning Ordinance, the DDOZ may modify provisions of the underlying zone.

“Within the Sector Plan text document, (Map 7 ‘Approved Land Use North’, found on page 59 of the text, recommends the Property as well as other parcels north and south of the Property for ‘Mixed-Use Commercial’. At page 57, the text document defines Mixed-Use commercial as follows:

“Properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic and recreational uses. These properties may include a residential component but are primarily commercial in nature.

“Based upon this definition, the use recommendation of ‘Mixed-Use Commercial’ does not require a residential component. Further, varying types of commercial uses are envisioned to be permitted. The applicant submits a consolidated storage use should be considered a service use as it is commercial in nature. In fact, consolidated storage is a permitted use in the C-S-C Zone as set forth in Section 27-461 of the Zoning Ordinance under a limited circumstance. Clearly, a consolidated storage use can be designed in such a manner as to be compatible with other commercial uses.

“The Sector Plan provides that development within the DDOZ is subject to certain Development District Standards. Further, wherever a conflict appears between the DDOZ regulations and the Zoning Ordinance, the DDOZ shall prevail (text document page 223).

“Pursuant to the provisions of Section 27-548.22 of the Zoning Ordinance, uses allowed in the DDOZ shall be the same as those allowed in the underlying zone for the particular property, unless modified by the Development District Standards approved by the District Council. Pursuant to Section 27-548.22(d), a Table of Uses is to be incorporated in each DDOZ setting forth the uses in each underlying zone which will be permitted, prohibited or otherwise restricted. A Table of Uses appears for the C-S-C in the DDOZ starting on page 319 of the text document. Pursuant to the C-S-C Zone Use Table, numerous general retail/office/service commercial uses are permitted in the C-S-C Zone as a matter of right. However, consolidated storage is not listed as either a permitted or prohibited use. It simply is not listed at all and therefore must be considered as not permitted.

“The Sector Plan text document at page 226 provides that two types of amendments are required to be heard and decided by the District Council. These are changes to the boundary of the DDOZ and changes to the underlying uses and the list of permitted uses. These amendments may be considered as part of a Detailed Site Plan application. This provision in the text document is actually a reference to the provisions of Section 27-548.26(b)(1) of the Zoning Ordinance.

“Pursuant to the provisions of Section 27-548.19 of the Zoning Ordinance, in the DDOZ any new development is subject to the approval of a Detailed Site Plan by the Planning Board pursuant to the provisions of Part 3, Division 9 of the Zoning Ordinance. Pursuant to Section 27-548.23(a) of the Zoning Ordinance, Development District Standards are authorized to be imposed as part of a DDOZ. The purpose of Development District Standards in each DDOZ is to allow flexibility in the development review process. It is intended that the Development District Standards will ‘foster high quality development through application of design guidelines and standards which promote the purposes’ of the Sector Plan. Pursuant to this enabling legislation, and as referenced above, the Central US 1 Corridor Sector Plan included Development District Standards which govern all development in the DDOZ.

“REQUEST TO AMEND USE TABLE

“The Central US 1 Corridor Sector Plan text document sets forth the Table of Uses in Commercial Zones commencing on page 318 of the Text document. There it is noted that if a use is not expressly listed as permitted or prohibited, it is deemed to be prohibited. The Table of Uses for the C-S-C Zone in the DDOZ does not list consolidated storage. Therefore, consolidated storage is not a permitted use. As noted above, both the Sector Plan and the Zoning Ordinance provide that changes to the Table of Uses may only be permitted by the District Council pursuant to its review of a Detailed Site Plan. Section 27-548.26(b) provides that a property owner may request that the District Council amend development requirements for an owner’s property in order to (A) request changes to the boundary of the approved DDOZ or (B) request changes to the underlying zones or the list of allowed uses as modified by the Development District Standards. The request to amend the Table of Uses is considered by the District Council through its consideration of a Detailed Site Plan.

“In this instance, Johnson requests the approval of the District Council to modify the Table of Uses in order to expressly permit a consolidated storage facility, subject to the review and approval of a Detailed Site Plan. While consolidated storage facilities are not expressly permitted, Johnson submits an amendment should be approved in this instance. There are a number of factors which support allowing a consolidated storage use to be permitted as a matter of right subject to the review and approval of a Detailed Site Plan. First, the impact of a consolidated storage use is benign. Consolidated storage facilities do not, for the most part, generate peak hour traffic. Instead, traffic generation is light and most of the vehicles coming on site will do so during the middle and early afternoon portions of the day. In addition, the use itself is quiet and does not generate noise. That is particularly true in the instant case since all operations associated with patrons entering or exiting the site and the delivery of goods and materials will occur primarily inside the building. Second, the construction and operation of a consolidated storage facility on the property would provide a needed service within the area. Johnson has conducted an analysis of the number of other consolidated storage uses within general proximity of the Property. While there are a limited number of other consolidated storage operations in the general area, the market radius for a consolidated storage use is quite restricted. There are no other consolidated storage uses within the Baltimore Avenue Corridor from the Beltway to the University of Maryland. Within that corridor, there are numerous offices, commercial uses and residences. In addition,

there is an obvious need which will be generated by students at the University of Maryland. Therefore, Johnson submits there is a need for this use in the area. Third, since a Detailed Site Plan is required in order to obtain approval of a use, the Planning Board and the District Council have an opportunity to require that the building be designed in such a manner as to complement the architecture in the area. In this case, Johnson submits that it has committed to use high architectural standards in designing a building which to a large extent resembles an office building. The architectural treatments are detailed and tasteful. Therefore, there will be no adverse impact which will result by allowing this use at this location.

“Section 27-548.26(b)(2) also provides that as part of a request to amend the Table of Uses, the applicant shall include a statement showing how the proposed development conforms with the purposes and recommendations of the Master Plan, Master Plan Amendment or Sector Plan. Johnson submits that its proposal, while not expressly permitted in the Use Table, does conform to the overall purposes and recommendations of the Sector Plan. As discussed above, the land use recommendation for the Property is Mixed-Use Commercial. Johnson submits that its proposed consolidated storage facility conforms to that recommendation. In addition, the Property is located within a Corridor Infill Area (see map, page 61 of text document). The land use and urban design policies for Corridor Infill properties are set forth on pages 70 through 72 of the Text document. An analysis of those policies follows:

“Policy 1: Provide a comfortable and safe route for pedestrians and bicyclists to travel along US 1.

“Strategies

“1. Establish wide sidewalks (between 8 and 16 feet wide) and, where appropriate, shared side paths that are buffered from US 1 and can accommodate pedestrians and slow bicyclists.

“The combination of the six-foot wide sidewalk and the five foot wide cycle track along the Property’s Route 1 frontage satisfies this wide sidewalk requirement. In addition, the Applicant is proposing to provide a four foot wide bicycle/pedestrian path adjacent to its building. This four foot wide path will be asphalt paved and will connect to a pedestrian/bicycle path located on the Mazza residential Property to the southwest.

“2. Support the SHA proposed redesign of US 1 to provide median/safe refuges and recommend SHA construct cycle tracks as the preferred bicycle treatment.

“The Applicant’s Site Plan filed in support of this Application conforms to the SHA proposed improvement plan for US 1.

- “3. Create a ten-foot wide landscaped planting strip with large shade trees between US 1 and the sidewalk. This will provide adequate buffering for pedestrians on the sidewalk, while also providing space for landscaping to buffer residents occupying lower floors of buildings from the noise and visual impact of US 1 traffic.**

“The ten foot wide landscape strip is proposed on the Landscape Plan filed with this case.

- “Policy 2: Develop a more residential character in the corridor infill areas with park-like landscaping, easy accessibility to nearby goods and services, and redevelopment of the existing strip-commercial character of US 1.**

“Strategies

- “1. Focus development primarily on residential land uses. Residential buildings or buildings with ground floor retail and residential uses above should be built with heights between two and four stories. An additional attic story may be appropriate to facilitate the desired character for these areas.**

“The Applicant’s proposed development scenario does not include residential uses. However, the Property is a very small parcel with a challenged topography which would make development of a residential component very difficult. In addition, the Table of Uses for the C-S-C Zone in the DDOZ is very restrictive in terms of the types of residential uses that would be permitted

- “2. Preserve an automobile sales and services area between Indian Lane and Erie Street. Even in an area recommended for multimodal accessibility and the reduction of automobile dependence, these services are still essential to the modern lifestyle. Concentrating all future auto-oriented services in this segment of US 1 will eliminate the need to provide them elsewhere along the corridor.**

“This strategy is not applicable.

- “3. Establish a build-to line between 20 and 25 feet from the ultimate right-of-way of US 1. Coordinate with utilities agencies and other stakeholders to minimize potential conflicts with the public utilities easement.**

“The Applicant’s Detailed Site Plan proposes a build-to line 20 feet from the ultimate right-of-way line of US 1.

- “4. Locate parking mid-block, and visually screen parking from the street. Depending on the density of the area, parking can be located in surface parking lots or structure parking decks. All mid-block parking should be lined with habitable space where it fronts major streets.**

“While this is a single lot, the parking for this consolidated storage facility is located in the middle of the lot. When planning development for a single lot, it is not possible to locate parking mid-block. As also discussed previously, the parking is located on ground level but beneath the second floor of the building. It is therefore screened from the street.

“Policy 3: Provide strong connections to walkable nodes and existing residential neighborhoods.

“Strategies

“1. Initiate an access management plan to study potential new connections for mid-block alleys and interconnected parking lots. Work with property owners to make agreements to share mid-block or rear access to their properties, and close driveways on US 1. Consolidate access points for development along US 1 to cross streets wherever possible. Greater street connectivity will also provide better access to properties along US 1.

“As discussed above, access to the Property will be gained via a reciprocal easement 25 feet in width which is to be shared by the consolidated storage use and the automotive uses located on the Property to the south. Since the Property’s existing access drive will be closed, this development proposal will encourage the consolidation of access points along US 1.

“2. Establish pedestrian and bicycle-friendly street connection to existing residential neighborhoods and trails. Provide tree-lined streets with continuous sidewalks along these connections.

“As discussed above, the applicant is proposing a four foot wide bicycle/pedestrian path/trail which will connect from Baltimore Avenue to the trail located on the Mazza Property to the southwest. This will provide an easy connection for both bicyclists and pedestrians to connect to the bicycle path which will be located parallel to US 1.

“Policy 4: Establish appropriate residential densities within the corridor infill areas to ensure preservation of existing single-family neighborhoods.

“Strategies

“1. Limit residential density by reducing the maximum number of dwelling units per acre permitted in the U-U-I Zone.

“This policy is inapplicable to the Property as it is zoned C-S-C and is proposed to be allocated to commercial use.

“2. Require acquisition of at least one and a half acre of property under single ownership to permit rezoning to the M-U-I Zone through the detailed site plan process detailed under Section 27-548.25 of the Zoning Ordinance.

“As will be discussed infra, this proposal will also conform to virtually every Development District Standard from both a civil engineering and architectural perspective. A civil engineering matrix and architectural matrix demonstrating conformance to the Development District Standards has been attached to this Application.

“In view of the foregoing, Johnson submits that the purposes of the Sector Plan as they relate to the Property are met and satisfied in this instance.”

b. **Information for Consideration on Use Amendment**

The Planning Board takes no position on this policy decision for a zoning change, but offers the following for consideration by the District Council:

Pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendment to the use table of the Central US 1 Corridor D-D-O Zone must conform with the purposes and recommendations for the development district, as stated in the Central US 1 Corridor Sector Plan and compliment the intent of the Corridor Infill Zone Character Area.

General Plan

This application is in an Employment Area. “The Employment Areas were identified because of two major County plans: the 2013 *Strategic Development Plan* and the 2014 *Southern Green Line Station Area Plan*. These designated employment areas have the highest concentrations of economic activity in our four targeted industry clusters—healthcare and life sciences; business services; information, communication, and electronics (ICE); and the Federal Government. Plan 2035 recommends continuing to support business growth in these geographic areas—in the targeted industry clusters—concentrating new business development near transit where possible, improving transportation access and connectivity, and creating opportunities for synergies” (see page 19).

The property is also part of the *Plan Prince George’s 2035 Approved General Plan’s* Innovation Corridor (see map, page 22). The Innovation Corridor “[e]ncompasses parts of the City of College Park, City of Greenbelt, areas along the US 1 corridor and areas surrounding the Beltsville Agricultural Research Center. The Innovation Corridor capitalizes on the synergy that comes from businesses, research institutions, and incubators being in close proximity to one another. The Innovation Corridor has countywide importance as a key opportunity to leverage existing strengths and act as an employment catalyst” (see page 288).

Master Plan

The Central US 1 Corridor Sector Plan and SMA recommends mixed-use commercial land uses on the subject property. The SMA retained the subject property in the C-S-C Zone and superimposed a D-D-O Zone. The subject property is in the Corridor Infill Character Area, in Planning Area 66, in the College Park and Vicinity Community.

Corridor infill “consists of mixed-use but primarily residential urban fabric. It may have a wide range of building types, such as single-family, side yard, and row houses. Setbacks and landscaping are variable. New development in corridor infill areas are regulated in detail in these development district standards” (see page 228).

The proposed amendment to the Central US 1 Corridor D-D-O Zone use table must conform with the purposes and recommendations of the development district, as stated in the sector plan, which states that “[t]he purpose of [the] standards is to shape high-quality public spaces with buildings and other physical features to create a strong sense of place for College Park and the University of Maryland, consistent with the land use and urban design recommendations of the sector plan” (page 227).

Consolidated storage facilities are not permitted in the C-S-C Zone, with the exception of specific provisions, as previously indicated, which are not applicable to this site. The sector plan and SMA recommends mixed-use commercial land uses on the subject property. Mixed-use commercial land use is intended to be developed with “properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic, and recreational uses. These properties may include a residential component but are primarily commercial in nature” (page 57). Consolidated storage is identified in the Zoning Ordinance as a use that is permitted in industrial zones.

Consequently, the C-S-C Zone, which limits consolidated storage, was retained on the subject property and the Central US 1 Corridor D-D-O Zone was superimposed. Retention of the C-S-C Zone contemplates the desired commercial uses for the subject site.

The proposed consolidated storage land use must conform to the recommendations and intent of the Corridor Infill Character Area. The intent of the Corridor Infill Character Area “consists of mixed-use but primarily residential urban fabric. It may have a wide range of building types, such as single-family, side yard, and row houses” (page 228).

At the hearing on July 26, 2018, the Planning Board found that the building is well-designed and architecturally compatible with the neighborhood. The consolidated storage use has evolved over the years in the utilization of buildings designed to resemble office buildings for the purpose of satisfying the need for compatibility and aesthetic improvements. The Planning Board further found that due to architectural features and the topography of the site, the proposed six-story consolidated storage building will actually not appear taller than the four-story hotel next door, and the building design with the proposed metal panels resembles newer multifamily and student housing located along Route 1. These findings led the Planning Board to conclude that it is more likely than not that the building design conforms to the character of the neighborhood.

10. **Amendment of Approved Development District Overlay Zone Standards:**
Section 27-548.26(b)(5) specifically prescribes the findings that need to be made for the District Council to approve a request by the property owner, as follows:

- (5) **The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan, and meets applicable site plan requirements.**

If approved with conditions, the subject application and the amendments requested will conform to all of the purposes and recommendation for the development district, as stated in the master plan, master plan amendment, or sector plan, and meets the applicable site plan requirements, and finds that the granting of the amendment will not substantially impair the implementation of the sector plan, as set forth below:

The applicant requests amendments of the following development district standards:

Amendment 1

Building Form—Character Area 4: Corridor Infill (page 233)

Building Configuration

- **Principal Building Height, 4 stories max, 2 min.**

The proposed building is the new prototype that is designed to serve urban areas for this type of facility. A lot of design consideration has been put into specific elevation design to create a visual office/storefront appearance. The building will be primarily six stories in building height. However, the first 20 feet of the eastern elevation (main façade) on US 1 is five stories and will look like an office with faux storefronts. After a setback of 20 feet at the fifth floor, the building will rise to six stories. Specifically, from US 1, the elevation from the finished floor will be 199 feet, which is lower than the hotel building to the north. The finished elevation changes to 212 feet at the sixth story. It should be noted that, while the building is proposed to have six floors, the overall building height is consistent with the height of the hotel being constructed on the property immediately north. Further, due to the fact that the grade of US 1 slopes down proceeding from north to south, in this area, plus the deceiving first floor design, the appearance of the building from US 1 street level will look like four stories only, and the building is shorter than the hotel because the pedestrian along the street cannot see the top of the sixth floor. Because of the specific design of this façade and significant glazing on the entire elevation, along with deceiving storefront design at the street level (looks like one store, but it is actually two floors of storage units), the Planning Board **approved** this amendment.

Amendment 2

Building Form—Parking (page 239)

Number of Spaces

- **The number of parking spaces required for uses not listed here shall be reduced fifty percent from the number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Any deviation from this standard shall require a modification of the development standards.**

The parking ratio for the consolidated storage consists of several components. For a storage unit, 1 parking space per 50 units is required. For 950 storage units, 19 parking spaces are required. For office, 4 parking spaces are required for each 1,000 square feet. A total of 23 parking spaces are required in accordance with Section 27-568(2). Fifty percent of 23 parking spaces, after rounding up, is 12 parking spaces. The site plan shows 12 parking spaces. Therefore, no amendment to the parking standard is required.

There is a bus stop along the US 1 frontage. Any reduction in parking encourages alternate means of access to the proposed use, which is preferred by the sector plan. In addition, the site also provides bicycle parking and may also include a third-party bikeshare program.

Amendment 3

Building Form—Parking Access (page 241)

- **When alleys are not present, secondary frontage or side streets may be used as the primary source of access to off-street parking.**

The site has received authorization from the Planning Board for access via an existing private easement connecting to US1 with the recent approval of Preliminary Plan of Subdivision 4-17042. The easement is 25 feet in total width, with 15 feet on the subject site and another 10 feet on the adjacent property. This private easement serves as a direct access to US 1. The easement is authorized, pursuant to Section 24-128(b)(9) and is a driveway by definition and does not meet the definition of a street or alley, although it will serve the purpose of the standard.

As stated previously, the 15-foot driveway on the subject site will serve as the sole vehicular access to the proposed facility, as authorized by the PPS, and allows access.

The Planning Board would note that Section 23-139, Driveway Entrance, Nonresidential Driveway Entrances, of the Prince George's County Code requires a minimum width of 30 feet and a maximum width of 45 feet within the right-of-way. This proposed facility

should provide an additional five feet to meet the requirement that will be sufficient to serve the site, which will be reviewed with street construction permits.

The Planning Board **approved** this amendment.

Amendment 4

Sustainability and the Environment (page 257)

Water Efficiency and Recharge

- **Surface parking areas, alleyways, and driveways *should* be constructed with durable pervious paving materials (grass paver systems or pervious asphalt) to promote groundwater recharge and reduce stormwater runoff quantity and flow rates. Gravel is discouraged because of issues related to dust generation. (*emphasis added*)**

The applicant requested an amendment of this standard for not using pervious paving materials. However, the language of the standard is discretionary and, therefore, an amendment is not required. For informational purposes, the Planning Board would note that the approved SWM concept plan indicates that the development proposal for the property drains to a bioretention area with an underground detention basin. This underground system promotes groundwater recharge and reduces runoff quantity and flow rates, which are the same goals to be achieved by using pervious paving materials.

Amendment 5

Sustainability and the Environment (page 257)

Stormwater Management and the Paint Branch

- **Underground or above-grade cisterns shall be integrated into the site plan for all new development within or abutting the Paint Branch buffer. These cisterns will both reduce the amount of stormwater flowing into the Paint Branch and will help to store water onsite for uses, such as landscape irrigation.**

There is also a recommendation on the same page, in the illustration, that green roofs be provided as opportunities for food production. As discussed above, this site has an approved SWM concept plan that utilizes a bioretention area with an underground detention basin to capture on-site stormwater, which functions in like manner to using pervious paving materials for the site, to promote groundwater recharge and reduce runoff.

Further, given the nature of the development on the site, a green roof to promote on-site agriculture is not practicable. Moreover, the DSP is aiming to achieve certification under LEED V4 BD+C for Warehouses and Distribution Centers, and proposing sufficient sustainable site and green building techniques to be used to achieve this standard.

The Planning Board **approved** this amendment.

Pursuant to Section 27-548.25 and based on the foregoing analysis, the Planning Board finds that the amendments requested are found to benefit the development and the development district, and do not substantially impair implementation of the master plan, master plan amendment, or sector plan.

11. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the C-S-C Zone, the D-D-O Zone, and the site design guidelines of the Zoning Ordinance.
 - a. Section 27-548.25(b) requires that the Planning Board find that the site plan meets the applicable development district standards in order to approve a DSP. As discussed, this DSP complies with the applicable D-D-O Zone standards, with the exception of the four standards for which amendments are requested and approved.
 - b. The applicant has proposed a site plan in accordance with Section 27-283, Site design guidelines, of the Zoning Ordinance that further cross-references the same guidelines as stated in Section 27-274 of the Zoning Ordinance, specifically in regard to parking, loading, internal circulation (except for entrance driveway), service areas, and lighting. Landscaping, where not provided for in the sector plan, has been provided in accordance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements. The D-D-O Zone standards supersede the requirements of Sections 4.2, 4.3, and 4.7 of the Landscape Manual, as discussed in the findings below.

Section 27-274(a)(2), Design guidelines on parking, loading and circulation, states:

(C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:

(ii) Entrance drives should provide adequate space for queuing;

The only access to this site is through a 25-foot driveway, which provides the minimum width of 22 feet for a two-way driveway, in accordance with Section 27-560 of the Zoning Ordinance. However, the private easement of 25 feet does not have a minimum of 30 feet of width in the right-of-way of US 1, which will be reviewed with street construction permits for improvements within the right-of-way.

12. **Preliminary Plan of Subdivision 4-17042:** The Planning Board approved Preliminary Plan of Subdivision 4-17042 on June 28, 2018, with nine conditions (PGCPB Resolution No. 18-55). The applicant must obtain signature approval to address Condition 1 of this approval, prior to certification of this DSP. Other conditions pertinent to the review of this DSP are discussed, as follows:

3. **Prior to approval of a detailed site plan, the use of full cut-off optic light fixtures shall be demonstrated. Lighting shall be focused away from the primary management area, to encourage wildlife.**

A photometric study has been provided with this DSP. The applicant indicated that full cut-off lighting fixtures have been used on this site. However, no details were provided with this application. A condition has been included in this resolution requiring that the details of the full cut-off lighting fixtures to be provided prior to certification. In addition, the foot-candle readings show on-site building-mounted lights spilling over the property line to both the north and south sides. For the north side, the lighting intensity should be adjusted to make certain that the foot-candle reading should be close to zero around the northern boundary of Park Road. For the southern boundary area, the foot-candle reading should be close to zero around the southern boundary of the private access easement. A condition has been included in this resolution requiring the adjustments prior to certification.

5. **Total development shall be limited to uses that would generate no more than 17 AM and 30 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.**

The Planning Board found that the use, with the proposed quantity, can be accommodated under the trip caps.

6. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings, as set forth in a resolution of approval, shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.**

The DSP is consistent with this condition. The exact layout has been shown, which is identical to the approved PPS 4-17042.

7. **Development of this site shall be in conformance with approved Stormwater Management Concept Plan 59156-2017 and any subsequent revisions.**

The DSP is consistent with the approved SWM Concept Plan (59156-2017-0), which is valid until March 1, 2021.

13. **2010 Prince George's County Landscape Manual:** Per page 226 of the Central US 1 Corridor Sector Plan and SMA, if a development standard is not covered in the plan area D-D-O Zone, the applicable sections of the Landscape Manual shall serve as the requirement. The provisions of the Landscape Manual regarding Requirements for Landscape Strips Along Streets (Section 4.2), Parking Lot Requirements (Section 4.3), and Buffering Incompatible Uses (Section 4.7) are superseded by the requirements of the D-D-O Zone standards in the sector plan. The DSP is subject to the requirements for Section 4.4, Screening Requirements, and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

- a. The landscape plan shows the landscape schedules for Sections 4.2, 4.6, and 4.7 that should be removed from the plan. A new plant list should be provided, and the landscaping should be retained to meet the D-D-O Zone recommendations. A condition has been included in this resolution requiring that the applicant remove the landscape schedules that are not applicable.
- b. **Section 4.4 Screening:** Section 4.4 requires that loading and maintenance areas be screened from residential properties and street, that trash facilities be completely concealed, and that all mechanical equipment be screened from adjacent properties, streets, and parking facilities. The proposed loading spaces and a trash receptacle are designed with the building and are properly screened and meet the requirement.
- 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 and the percentage to be provided with this application are specified below:

Tree type	Required	Provided
Shade trees	50%	100%
Ornamental trees	50%	100%
Evergreen trees,	30%	100%
Shrubs	30%	35%

The landscape plan demonstrates conformance with the requirements of Section 4.9.

14. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is exempt from the provisions of the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is less than 40,000 square feet in size and has no previous tree conservation plan approvals. A standard letter of exemption from the WCO was issued for this site (S-165-2017), which expires on September 29, 2019. No additional information is required regarding woodland conservation.

An approved Natural Resources Inventory Equivalency Letter (NRI-134-05-01) was submitted with the review package, which expires on September 29, 2022. A revised PMA exhibit demonstrates that the site only contains a buffer and PMA associated with an off-site stream, to the west of the subject site. The on-site woodlands are not subject to woodland conservation.

15. **Prince George's County Tree Canopy Coverage Ordinance:** The DSP is subject to the requirements of the Tree Canopy Coverage Ordinance. Section 25-128 of the County Code requires a minimum percentage of tree canopy coverage (TCC) on properties requiring a grading permit. Properties zoned C-S-C are required to provide a minimum of 10 percent of the gross tract area in TCC.

	REQUIRED	PROPOSED
Tree Canopy	3,856 sq. ft.	12,434 sq. ft.

The overall development has a gross tract area of 0.885 acre and, as such, a TCC of 3,856 square feet is required. The submitted landscape plan provides a summarized worksheet indicating that this requirement will be addressed through the proposed planting of 13 deciduous shade trees, 6 minor shade trees, and retaining approximately 5,000 on-site existing woodland. The total area covered in tree canopy meets and exceeds the TCC requirements. The full worksheet of TCC should be provided and should be signed and sealed by the professional who prepared the worksheet.

16. **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 offered comments specific to the requested amendment to allow consolidated storage on this site, which are set forth in the Use Table Amendment section of this report.

b. **Transportation Planning**—The Planning Board found that:

The applicant is proposing to demolish an existing commercial building on the site and construct a new 116,615-square-foot multi-story consolidated storage facility. Recently, the site was the subject of PPS 4-17042. The table below summarizes trip generation for the site:

Trip Generation Summary, DSP-18017, JDA Baltimore Avenue								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Consolidated Storage	116,615	square feet	10	7	17	15	15	30
Total Trips (Existing Plus Proposed)			10	7	17	15	15	30
Approved Trip Cap for PPS 4-17042					17			30

As determined above, the use, with the proposed quantity, can be accommodated under the trip cap. There are no other outstanding traffic-related conditions on the PPS.

The use is proposed to be served by a single access driveway, of which 15 feet is within the limits of this plan and 7 feet (of the required 22 feet for a standard driveway) is on an adjacent property. The Planning Board’s approval of the PPS included authorization for the use of a shared access easement, as a means of vehicular access to the site, pursuant to Section 24-128(b)(9). Given that approval for use by the Planning Board during the PPS process, the access is sufficient for access for this site plan. Except for the access easement, access is denied along the site’s frontage of US 1. There are no further access and circulation issues. Adequate dedication of 50 feet from centerline along US 1, a planned major collector, was determined during the PPS process, and shown for dedication on the approved plan. The site plan reflects this dedication and poses no master plan right-of-way issues.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.

- c. **Trails**—The Planning Board reviewed the DSP’s conformance with the applicable conditions attached to PPS 4-17042. The review of the DSP’s conformance with the sector plan is as follows:

The subject property is located on the west side of the intersection of US 1 and Hollywood Road. The applicant proposes the construction of a multi-story building with a total area of 117,000 square feet. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Central US 1 Corridor Sector Plan and SMA (area master plan) to implement planned trails, bikeways, and pedestrian improvements.

Because the site is located within the Central US 1 Corridor, it was subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2” at the time of PPS. Conditions of approval of PPS 4-17042 addressed the required off-site improvements.

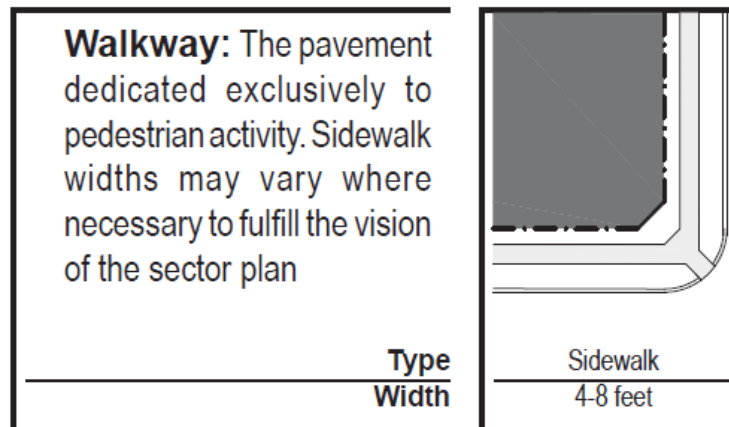
The sector plan includes a number of policies, recommendations, and standards that are applicable to the subject site. The text related to bicycle and pedestrian facilities is noted below.

Policies in the sector plan recommend streetscape improvements along multiple local roads, including the possible future extension of Hollywood Road, which abuts the subject site to the south. The sector plan recommends pedestrian-friendly, urban trails to connect existing residential neighborhoods with park trails, and the provision of street trees and continuous sidewalks along these connections.

Policy 4, Strategy 1, recommends:

1. **Provide all walkable nodes with clearly-marked, easy-to-follow paths leading to the Paint Branch Stream Valley Park Trail.**

Streetscape and open space standards require four- to eight-foot-wide sidewalks along new roads in corridor infill areas. These types of improvements may be appropriate along the streets/access easements serving the subject site.



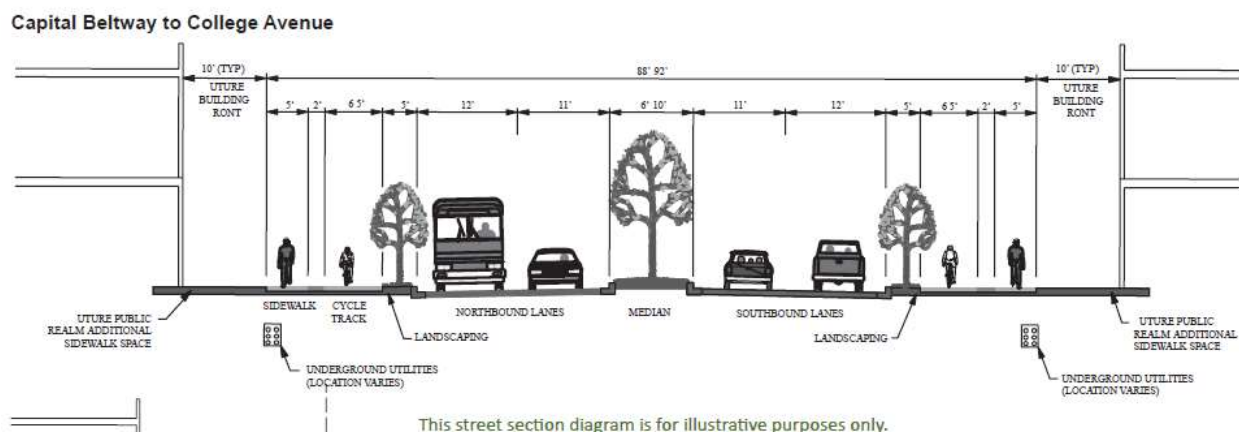
The following standards for sidewalks are included in the sector plan:

- **At the time of development, the developer/property owner (including the developer and the applicant's heirs, successors, and/or assignees) should be required to install sidewalks within the public ROW with the review and approval of street construction and frontage improvements by the operating agencies.**
- **Special decorative paving materials, such as brick, precast pavers, Belgium block, or granite pavers, are recommended in the walkable nodes and at appropriate locations within the corridor infill areas.**

- **Sidewalk materials should be continued across driveways whenever possible, and accent paving should be used to define pedestrian crossings.**

Crossing improvements at Hollywood Road are recommended in the sector plan:

- **Improve the US 1 and Hollywood Road intersection with crosswalks and a traffic light.**



Frontage improvements along US 1 and along the internal roads/drive aisles abutting the subject site should be consistent with these standards.

While the applicant has agreed to reflect the limit of the shared bikeway along the southern property boundary, it has not been reflected in the DSP, and should be. The applicant must provide updated plans depicting the limit of the shared bikeway along the southern property boundary.

Prior to signature approval of the DSP, the applicant should provide an exhibit of the required off-site improvements noted in Condition 4 of PPS 4-17042. This exhibit should show the location, limits, specifications, and details of all off-site improvements that can be provided within the cost cap specified in Section 24-124.01(c). The facilities in Condition 4 of the PPS are listed in priority order, and the exhibit should clearly demonstrate what the applicant intends to provide within the constraints of the cost cap.

- d. **Subdivision Review**—The Planning Board reviewed the conditions attached to approved Preliminary Plan of Subdivision 4-17042, that has been included above.
- e. **Environmental Planning**—The Planning Board provided the following summarized analysis of the subject application:

A stream tributary exists off-site to the west on Parcel 24, with the associated stream buffer extending on-site. The PMA on-site is entirely comprised of the stream buffer. The site drains into the Paint Branch subwatershed of the Anacostia River, which drains into the Potomac River basin. The site is located within a stronghold watershed. The predominant soils found to occur on-site, according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), are in the Sassafras and Woodstown series. According to available information, soils containing neither Marlboro clay nor Christiana complexes are not found on the property. This site is not located within a Sensitive Species Protection Review Area based on a review of a GIS layer prepared by the Natural Heritage and Wildlife Service, Maryland Department of Natural Resources. According to the 2017 Countywide Green Infrastructure Plan, the site contains both Regulated and Evaluation Areas. This site is not within an Aviation Policy Area (APA) associated with the College Park Airport. The site is located within Environmental Strategy Area #1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

Preservation of Regulated Environmental Features/Primary Management Area: As previously mentioned, the site contains stream buffer and PMA associated with an off-site stream to the west. A PMA exhibit submitted by the applicant demonstrates that no impacts to the PMA are proposed as part of this project. It was noted that not all of the associated plans reflect this revised PMA line consistent with the exhibit. All plans must be revised to reflect the PMA line consistent with the revised PMA exhibit.

The regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible because no impacts are proposed to the PMA.

Soils: The predominant soils found to occur on-site, according to the USDA NRCS WSS, include Sassafras sandy loam (5-10% slopes), Sassafras-Urban land complex (5-15% slopes), Urban Land-Sassafras complex (0-5% slopes), Woodstown sandy loam (2-5% slopes) Northern Coastal Plain, and Woodstown-Urban land complex (0-5% slopes). According to available information soils containing neither Marlboro clay nor Christiana complexes are found on the property.

This information is provided for the applicant's benefit. No further action is needed as it relates to this Detailed Site Plan. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit process review.

Stormwater Management: The site has an approved SWM Concept Plan 59156-2017-0, which is valid until March 1, 2021. The approved concept plan is consistent with the preliminary plan of subdivision. The plan includes one micro-bioretenention area located adjacent to the PMA on the western portion of the site. The project will be subject to

further review at the time of permit and DPIE reserves the right to impose restrictions, if necessary, prior to permit.

f. **Historic Preservation**—The Planning Board found that:

According to tax records, the building located on the subject property was constructed in 1935. It was previously recorded on a Determination of Eligibility form in 1998 and was not found to be eligible for listing in the National Register of Historic Places. Historic Preservation staff should be allowed to photograph all buildings on the subject property that are proposed to be demolished.

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. There are no historic sites or resources on or adjacent to the subject property. This proposal will not impact any historic sites, historic resources or known archeological resources.

g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated June 18, 2018, DPIE provided comments on the site development plan, the erosion/sediment control plan, etc. Their comments will be enforced through their separate permitting process.

h. **Maryland State Highway Administration (SHA)**—At the time of this resolution, no comments were received from SHA. However, SHA recommended consolidation of the access points to the subject site, to allow one access that has been included in the approval of Preliminary Plan of Subdivision 4-17042.

i. **Prince George's County Police Department**—At the time of this resolution, no comments were received from the Police Department.

j. **Prince George's County Health Department**—At the time of this resolution, no comments were received from the Health Department.

k. **Washington Suburban Sanitary Commission (WSSC)**—In an email received on July 28, 2016, WSSC provided standard comments on this application regarding existing water and sewer systems in the area, along with requirements for service and connections, requirements for easements, spacing, work within easements, meters, etc. These issues must be addressed at the time of permits for the site work. The applicant has been made aware of these comments.

l. **Verizon**—At the time of this resolution, Verizon had not offered comments on the subject application.

- m. **Prince George's County Fire/EMS Department**—At the time of this resolution, the Fire/EMS Department had not provided comments on the application.
 - n. **City of College Park**—In a letter dated July 25, 2018, it was noted that the City of College Park City Council voted to oppose the DSP, but recommended three conditions which have been incorporated into this approval.
- 17. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central US 1 Corridor Sector Plan and SMA. The amendments to the development district standards required for this development, as discussed previously, would benefit the development and the development district, as required by Section 27-548.25(c), and would not substantially impair implementation of the sector plan.
 - 18. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the conditions below, represent a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
 - 19. Per Section 27-285(b)(4) of the Zoning Ordinance, which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
 - (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(15).**

The Planning Board concluded that the regulated environmental features on the subject property have been preserved and/or restored, to the fullest extent possible.

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 APPROVES this application as follows:

- A. NO POSITION on the amendment of the Table of Uses of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* to permit consolidated storage facility on the subject site.
- B. APPROVAL of the following alternative development district standards:

(Note: The page numbers are referenced in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*)

- 1. **Building Form, Character Area 4, Corridor Infill** (page 233)—To allow a maximum building height of six stories.

2. **Building Form, Parking Access** (page 241)—To allow the site to use private easement as the only access to the site, as authorized in accordance with Preliminary Plan of Subdivision 4-17042.
 3. **Sustainability and the Environment, Stormwater Management and the Paint Branch**—To allow the development to utilize a bioretention area, with an underground detention basin to capture on-site stormwater, and not to provide green roof, but seeking certification under LEED V4 BD+C for Warehouses and Distribution Centers rating system.
- C. APPROVAL of Detailed Site Plan DSP-18017, JDA Baltimore Avenue, subject to the following conditions:
1. Prior to certificate approval, the detailed site plan (DSP) shall be revised, or additional information shall be provided, as follows:
 - a. Obtain signature approval of Preliminary of Subdivision 4-17042.
 - b. Adjust the building-mounted lights and to revise the photometric study to ensure that the foot-candle reading around the northern boundary with Park Road and around the southern boundary of the private access easement is as close to zero as reasonably possible.
 - c. Remove the landscape schedules for Sections 4.2, 4.3, 4.6, and 4.7 from the landscape plan, and provide a new plant list to document the planting units.
 - d. Reflect the correct primary management area (PMA) line, consistent with the PMA, in accordance with the revised PMA exhibit approved with Natural Resources Inventory NRI-134-05-01.
 - e. Provide a full Tree Canopy Coverage worksheet on the landscape plan, to be signed and sealed by the professional who prepared it.
 - f. Provide Site Plan Notes as follows:

“During the demolition/construction phases of this project, the applicant shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control, and the construction noise control requirements as specified in the Code of Maryland Regulations (COMAR).”

“Vehicular access is authorized, pursuant to Section 24-128(b)(9) of the Subdivision Regulations, and reflect that access is denied along US 1 (Baltimore Avenue), saving the area of the approved access easement.”

“Land areas A and B shall be dedicated upon demand for use as a public road.”

- g. Delineate the limit of the proposed 15-foot-wide, bikeway easement along the southern boundary of the subject property.
 - h. Provide an exhibit illustrating the location, limits, specifications, and details of all off-site improvements required by Condition 4 of Preliminary Plan of Subdivision 4-17042.
 - i. The architectural elevations and materials shall be revised to conform to Applicant’s Exhibit 2 which incorporates architectural changes requested by the City of College Park Planning Department.
- 2. Prior to certificate approval of the detailed site plan, the following changes shall be made to the plans:
 - a. Reflect the limit of the proposed 15-foot-wide shared bikeway along the southern boundary of the subject property per Condition 1d of Preliminary Plan of Subdivision 4-17042.
- 3. Prior to certification of the Detailed Site Plan, the applicant shall revise the site plan to:
 - a. Eliminate the bus pull-off land and cycle track shown along the US 1 property frontage; provide a minimum 10-foot landscape strip with street trees spaced a minimum of 30 feet on center, provide a minimum 8-foot wide sidewalk; and provide pedestrian light fixtures (*Alumilite, VK1340/LED-UV-SL; Pole: DP-12-4-36”-Silver*) spaced not more than 30 feet on center.
 - b. Provide a note to ensure that the building height at the top of the parapet will not exceed the height of the adjoining Townplace Suites hotel parapet (212-feet Above Mean Sea Level-AMSL) located north of the site.

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 Washington, seconded by Commissioner Doerner, with Commissioners Washington, Doerner, Geraldo, and Hewlett voting in favor of the motion, and with Commissioner Bailey opposing the motion at its regular meeting held on Thursday, July 26, 2018, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 26th day of July 2018.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:rpg