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Preliminary Plan 4-07105

Application	General Data
Project Name: Brentwood Annex Self Storage Location: Located along the northwest side of Bladensburg Road at its intersection with Street C. Applicant/Address: Brentwood Development Group 5101 Wisconsin Avenue, NW Washington, DC 20016 Property Owner: Brentwood Development Group 5101 Wisconsin Avenue, NW Washington, DC 20016	Date Accepted: 06/19/08
	Planning Board Action Limit: 12/08/08
	Plan Acreage: 1.06
	Zone: I-1
	Gross Floor Area: 17,110 sq. ft.
	Lot: 0
	Parcel: 1
	Planning Area: 68
	Tier: Developed
	Council District: 05
	Municipality: Cottage City
	200-Scale Base Map: 204NE03

Purpose of Application	Notice Dates
Industrial subdivision proposing the development of a 17,110-square-foot consolidated storage facility, including a variation from Section 24-121(a)(3) of the Subdivision Regulations.	Informational Mailing: 03/21/08
	Acceptance Mailing: 06/19/08
	Sign Posting Deadline: 10/21/08

Staff Recommendation		Staff Reviewer: John Ferrante	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-07105
Brentwood Annex Self Storage

OVERVIEW

The subject property is located on Tax Map 50, Grid A-4 and is known as part of Parcel B. Parcel B was originally recorded in March of 1959 as WWW 34@68. At that time, the property consisted of one overall tract of land that bordered the northeast side of Eastern Avenue and the northwest side of Bladensburg Road and consisted of approximately 19.05 acres. Since that time, the original 19.05 acres which made up the Eastgate Industrial Center has been re-subdivided numerous times through the preliminary plan process and through the recordation of deeds prior to 1982. The subject property was subdivided by deed and consists of 1.06 acres in the I-1 Zone. The property is currently unimproved with the exception of a 17-foot high billboard, chain-link fencing, and asphalt paving, all of which are proposed to be razed to make way for new development. The current use on the property is a vehicle storage yard.

The applicant is now proposing the development of a consolidated storage facility consisting of approximately 17,110 square feet. Approval of a detailed site plan is required for the use of consolidated storage in accordance with Part 3, Division 9 of the Zoning Ordinance. Compliance with Section 27-475.04 of the Zoning Ordinance must also be demonstrated through the detailed site plan process which sets forth specific development requirements for consolidated storage.

The property is a corner lot with street frontage on both Bladensburg Road (Alternate US 1), and Street C. Currently, the property has a curb cut out to Bladensburg Road, a designated arterial roadway having an ultimate right-of-way width of 120 feet. The property does not have an existing driveway entrance along Street C, and the plans submitted for this application are not proposing any new access points to Street C. The applicant has submitted a variation request from Section 24-121(a)(3) of the Subdivision Regulations and a justification statement in order to request the continuation of the site's direct access to Bladensburg Road.

Although this particular site does have frontage on a public street, many of the parcels within the Eastgate Industrial Center do not have frontage on a public street. Several private streets were established in the Eastgate Industrial Center through deed (L.2303, F.254), and many of these private streets are reflected on various record plats (WWW 34 @ 68) dating back to 1959. It appears that these streets were established as private right-of-way easements in accordance with Section 24-128(b)(9) of the Subdivision Regulations. All of the private streets (including Street C) are 30 feet wide where they intersect with Bladensburg Road, and expand to 40 feet wide, approximately 170 feet from Bladensburg Road. All of the streets are located on private property, with each abutting parcel's property line extending to the centerline of the private street. In this instance, a 15-foot-wide portion of Street C is located on the applicant's property. The recorded deed states that the streets are to be used as a "roadway and/or for

utilities,” and that each party agrees to maintain the portion of the roadway that is on their respective properties. The Subdivision Section is of the opinion that the private streets were created to provide access to each parcel within the Eastgate Industrial Center, and to discourage having multiple access points along Bladensburg Road, a designated arterial facility.

Both the Transportation Planning Section and the State Highway Administration (SHA), who have jurisdiction over Bladensburg Road, have stated that they would prefer that access be provided along Street C, and the existing access point along Bladensburg Road be closed. The applicant has some concerns with not knowing what improvements, if any, would be required along Street C, whether an access permit would be required, and which, if any, operating agency would have jurisdiction to require these improvements, should the existing access point along Bladensburg Road be closed thru the denial of the variation request.

On November 6, 2008, staff contacted the District Engineer with the Department of Public Works and Transportation (DPW&T), to request clarity on whether the operating agency has any jurisdiction over Street C, and if so, what improvements would be required in order for the applicant to obtain access. The DPW&T had stated that they have no jurisdiction over Street C, and therefore, they have no ability to require improvements along Street C at the time of building permit. The DPW&T further stated that Street C is located within the limits of Cottage City and could possibly be maintained by the municipality. Staff called the City’s administrative office on November 10, 2008, and was instructed to leave a message for their Public Works Department. At the time of the writing of the staff report, Cottage City’s Public Works Department had not yet returned staff’s phone call, however, staff will continue to contact the municipality in the hopes of obtaining additional information regarding the jurisdiction of Street C prior to the public hearing.

At the Subdivision Review Committee Meeting for this case on July 11, 2008, staff had requested that the most recent deeds for the property be submitted for review. The current deed which conveyed the property to the applicant (Liber 21772, Folio 150) was recorded on March 25, 2005. The deed includes language which specifies that the “right-of-way for Roadway C is to be used as a roadway and/or for utility purposes,” and that “all parties agree to maintain as a roadway, the portion of the above described Roadway C located on their respective properties.” Within their final referral memo for this case dated October 25, 2008, the State Highway Administration (SHA) stated that they would only consider supporting direct access to Bladensburg Road (US 1) if the applicant could provide evidence that an access point from Street C is not possible or feasible. Although minor elevation changes consisting of three to four feet occur between Street C and the subject property, no evidence has been provided from the applicant that demonstrates why access from Street C could not be implemented. Based on recommendations from both the Transportation Planning Section and from the SHA, staff is recommending that the variation request for continued direct access to Bladensburg Road be denied for safety reasons, and that the new development proposed by this application be accessed thru Street C only. More information regarding the variation request can be found within Finding 6 of this report.

Numerous discussions with the applicant have also occurred regarding right-of-way dedication along Bladensburg Road. The Transportation Planning Section has stated that the arterial roadway has an ultimate right-of-way width of 120-feet. The applicant had referenced two prior development applications, (DSP-02033 and SE-4374), which demonstrated Bladensburg Road as having a 100-foot right-of-way width. However, neither of the two applications referenced by the applicant were preliminary plan applications that would require right-of-way dedication to occur at the time of final plat. The most current master plan for this area was adopted in 1994, and although the plan designates Bladensburg Road as an arterial facility, an ultimate right-of-way width is not specified. The Transportation Planning Section has stated that Bladensburg Road is designated as having a 120-foot-wide right-of-way width within the 1982 approved General Plan, and that a dedication of 60 feet

from the centerline of the roadway is required. The revised plans submitted for this application do not demonstrate the correct right-of-way width for Bladensburg Road and have based the locations of the proposed buildings, and their setbacks, on a 90-foot-wide right-of-way width. A condition of approval has been included within this report to require that the preliminary plan be revised to demonstrate Bladensburg Road as having an ultimate right-of-way width of 120 feet.

SETTING

The property is located along the northwest side of Bladensburg Road at its intersection with Street C. All surrounding property consists of industrial uses in the I-1 Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	I-1	I-1
Use(s)	Vehicle Storage Yard	Consolidated Storage Facility (17,110 Square Feet)
Acreage	1.06	1.06
Lots	0	0
Parcels	1	1
Public Safety Mitigation Fee		N/A

2. **Environmental**—The Environmental Planning Section has reviewed the Preliminary Plan of Subdivision for Brentwood Annex Self Storage, 4-07105, stamped as received by the Environmental Planning Section on June 19, 2008. The Environmental Planning Section recommends approval of Preliminary Plan of Subdivision 4-06135 with no conditions.

Background

The Environmental Planning Section has not reviewed previous applications for the subject property. This application proposes one parcel in the I-1 Zone for the construction of a consolidated storage facility.

Site Description

A review of available information indicates there are no streams, 100-year floodplain or wetlands on the property. Stormwater runoff from the site eventually reaches the Anacostia River within the Potomac River watershed. According to the *Prince George's County Soil Survey* the principal soils on the site are in the Christiana soil series. Marlboro clay is not found to occur within the vicinity of this site. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on this property or adjacent properties. No designated historic or scenic roads will be affected by this development. Bladensburg Road is classified as an arterial roadway that is a source of traffic-generated noise, however, no residential uses are proposed as a part of the preliminary plan application. According to the 2005 *Approved Countywide Green Infrastructure Plan*, the site is not within the designated network. The property is located in the Developed Tier as designated within the 2002 General Plan.

Conformance with the Planning Area 68 Approved Master Plan

There are no specific recommendations pertaining to the environmental elements of the master plan which relate to the subject property.

Environmental Review

A signed Natural Resources Inventory (NRI/040/08) was submitted with the application. The site contains no sensitive or regulated environmental features and is predominately paved and being used as a vehicle storage yard. The preliminary plan submitted is in substantial conformance with the signed NRI. No further action regarding the Natural Resources Inventory is required.

This site is not subject to the provisions of the Woodland Conservation Ordinance because it contains less than 10,000 square feet of woodland and has no previously approved tree conservation plan. On September 10, 2007, a Standard Letter of Exemption was issued for the subject property. No further action regarding woodland conservation is required.

According to the *Prince George's County Soil Survey*, the soils on the site are in the Christiana series. There are no steep or severe slopes located on the site, therefore, the soil limitations normally associated with this series are not a concern. This information is provided for the applicant's benefit. No further action is needed as it relates to this preliminary plan review. A soils report may required by the County during the building permit process.

Stormwater Management Concept Plan 29156-2007-00 was approved by the Prince George's County Department of Public Works and Transportation (DPW&T) on December 12, 2007. Copies of the approved plan were submitted with the preliminary plan application. Water quality measures will be achieved through an on-site infiltration trench. No further action regarding stormwater management is needed as it relates to this preliminary plan review. The approved stormwater concept plan is valid until December 12, 2010.

Water and Sewer Categories

The 2001 Water and Sewer Plan designates this property in water and sewer Category 3 according to water and sewer maps obtained from the Department of Environmental Resources (DER), and the site will therefore be served by public systems.

3. **Community Planning**—The property is located in Planning Area 68 within Cottage City and is located within the limits of the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*. The master plan recommends an industrial land use for the subject property. This application proposes an industrial land use that is consistent with the land use recommendation within the 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68*.

The site is located at the General Plan designated Port Towns Regional Center. The vision for the Center is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. The vision for the Developed Tier is a network of sustainable transit-supporting, mixed-use, pedestrian-oriented, medium-to high-density neighborhoods. This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developed Tier.

The 1994 *Approved Master Plan and Sectional Map Amendment for Planning Area 68* retained the subject property within the I-1 Zone.

Planning Comments

This site is located along Bladensburg Road between two brick two-story buildings. The sidewalk has been improved with street trees, brick banding along the curb, and a concrete sidewalk inside the brick banding.

Currently, the ongoing Port Towns sector plan initiative has identified this area as underperforming as an industrial area. Preliminary concepts suggest that this area is appropriate for medium-density mixed-use development. A Maryland Rail Commuter Service (MARC) station is also being recommended to take advantage of a two-story parking structure that exists at the termination of Street C at the railroad tracks.

Additionally, a number of short comings are inherent in the I-1 Zone for urban industrial areas such as Eastgate. Development standards (landscaping, setbacks, parking and loading requirements, etc.) within these zones do not respect the existing urban development pattern. For example, the setback of the existing structures on the east side of the subject site may not conform to setback requirements per the zoning ordinance. However, in order to establish consistency, it may be appropriate for new development to conform to the prevailing setback established by the existing building east of the site.

Typical temporary butler-type self-storage structures are inappropriate in this area. Development of this site should be architecturally compatible with the adjoining buildings, which are brick. The E-Z Storage Facility in Brentwood on Rhode Island Avenue, north of Utah Street, is a higher quality storage facility.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Prince George’s County Subdivision Regulations, this application is exempt from Mandatory Dedication of Parkland requirements because it consists of non-residential development.
5. **Trails**—Alternate US 1 (Bladensburg Road) east of the District line is planned for a side path corridor in accordance with the 1994 Master Plan and Sectional Map Amendment for Planning Area 68. Standard sidewalks currently exist along Bladensburg Road. If frontage improvements are required by the State Highway Administration (SHA), the Transportation Planning Section recommends that the standard sidewalk along the property’s entire street frontage of Bladensburg Road be replaced with an eight-foot-wide sidewalk that can serve as a side path for bicyclists.
6. **Transportation**—The application is a preliminary plan of subdivision to construct approximately 17,110 gross square feet (GSF) of consolidated storage (91 self storage units). Currently, the existing parcel is used as vehicle storage yard.

The subject property is located within the Developed Tier as defined in the *Prince George’s County Approved General Plan*. As such, the subject property is evaluated according to the following standards: **Links and signalized intersections:** Level-of-service (LOS) [E], with signalized intersections operating at a critical lane volume (CLV) of [1,600] or better; **Unsignalized intersections:** The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Based on the recommended trip generation rates that are reported in the *ITE's Trip Generation Manual, 7th Edition*, the proposed development of 17,110 Gross Square Feet (GSF) of consolidated storage (91 self storage units) will generate 5 (2 in, 3 out) AM peak hour, 5 (3 in, 2 out) PM peak hour, and 7 (4 in, 3 out) Saturday peak-hour vehicle trips.

The traffic generated by the proposed preliminary plan would impact the signalized intersection of Bladensburg Road and Eastern Avenue. There are no projects to improve this intersection in either the County Capital Improvement Program (CIP) or the State Consolidation Transportation Program. Staff has no available turning movement counts at the critical intersection of Bladensburg Road and Eastern Avenue. Nonetheless, due to the limited trip generation of the site, the Prince George's County Planning Board could deem the site's impact at this location to be de minimus. The Transportation Planning Section would therefore recommend that the Planning Board find that 5 AM and 5 PM peak-hour trip will have a de minimus impact upon delay in the critical movements at the Bladensburg Road and Eastern Avenue intersection.

As part of the proposed application, the applicant is requesting to maintain the existing access to Bladensburg Road, an existing arterial facility with a 120-foot-wide total right-of-way width. Since Bladensburg Road is an arterial facility, staff recommended the existing access onto Bladensburg Road be replaced with a new access oriented and provided from the existing Street C, a privately constructed and maintained roadway established along with several other private roadways within the Eastgate Industrial Center to be used as access roadways and/or for utilities. The Street C currently is used as access road for other adjoining properties, even with frontage on Bladensburg Road. In response to staff recommendation for provision of site access to Street C, the applicant requests a variation from Section 24-121(a)(3) of the Subdivision Regulations for access to the Bladensburg Road (A-17) facility. The Planning Board approval of such a variation requires that four separate findings be made (the fifth finding which is for high intensity residential zones, does not apply to the subject site, which is in the I-1 Zone). The following comments are provided regarding each finding as follows:

Section 24-121(a)(3) of the Subdivision Regulations establishes design guidelines for lots that front on arterial roadways. This section requires that lots be developed to provide direct vehicular access to either a service road or an interior driveway when feasible. The applicant has requested a variation to this provision pursuant to Section 24-113.

Where the Planning Board finds that extraordinary hardship or practical difficulties may result from strict compliance with this Subtitle and/or that the purposes of this Subtitle may be served to a greater extent by an alternative proposal, it may approve variations from these Subdivision Regulations so that substantial justice may be done and the public interest secured, provided that such variation shall not have the effect of nullifying the intent and purpose of this Subtitle; and further provided that the Planning Board shall not approve variations unless it shall make findings based upon evidence presented to it in each specific case that:

The approval of the variation request would nullify the intent and purposes of this Subtitle by permitting access to an arterial roadway when a feasible alternative exists to comply with the specific regulation. Allowing the applicant to utilize the existing entrance on Bladensburg Road, when a feasible alternative exists, does not serve to a greater extent the purposes of the Subdivision Regulations; which seek to prevent the use of such access where possible. Staff does not believe a requirement to use Street C presents an extraordinary hardship, or even a practical difficulty for the applicant. Staff

disagrees with the applicant's contention that there exist "[s]teep slopes and excessive topography along the "C" Street [f]rontage..." The length of Street C along the applicant's property has a total drop of approximately five to six feet over a run of 200 feet (from the southeast to the northwest). This equates to an approximate 2½ to 3 percent slope. The property itself has the same general slope from the southeast to the northwest and is elevated slightly above the roadbed. From the proposed grading shown on the applicant's "Site Layout" drawing, the proposed elevational difference between the back of a row of storage units and the roadbed is approximately four feet. Staff does not believe the existing topography establishes an impediment to the location of a site entrance from Street C or that the requirement for such an entrance constitutes an extraordinary hardship or practical difficulty.

a. The granting of the variation will not be detrimental to the public safety, health, or injurious to other property;

Section 24-121(a)(3) is intended to limit the right of access to a property. The context of this ordinance requirement can only be viewed as a regulation intended to improve the public safety and health. The referral from SHA, which is the permitting authority generally charged with ensuring safe access to this roadway, has recommended that access to the proposed lot via Bladensburg Road be considered only if the applicant can "...provide evidence that an access from C Street is not feasible." Staff believes that even the minimal amount of traffic generated by the applicant's proposal will be better and more safely served by the use of Street C, rather than the use of the existing entrance in proximity to Street C.

b. The Conditions on which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties;

Staff believes the unique nature of this property works against the granting of the variation. Of all the properties located along an arterial roadway in Prince George's County, an extremely few number enjoy a usable (both from a physical and ordinance standpoint), alternative non-public roadway. The adjoining property to the east with frontage on Bladensburg Road is currently using Street C as its access roadway to Bladensburg Road.

Furthermore, the applicant's statement of justification presents the argument that "[s]ince the applicant is not proposing to create a new lot which fronts on an arterial, a variation **may** not be required." Emphasis added. Staff contends that the applicant is creating a new lot through the subdivision process. Section 24-107(c)(7) anticipates the "subdivision" of property even when the division of property is not proposed. This application is subject to all the other applicable requirements for approval of a preliminary plan and Section 24-121(a)(3) does not speak to an exemption for existing situations. Staff believes that the applicant's existing driveway on the arterial roadway is a factor to be weighed by the Planning Board when judging the variation request, not a circumstance preventing the Board from even exercising that judgment.

c. The variation does not constitute a violation of any other applicable law, ordinance, or regulation;

The applicant argues that not granting the variation request would constitute a violation of applicable law. Specifically, they cite Section 27-466.01 of the Zoning Ordinance. The applicant notes that this provision "...requires all lots to have frontage on and vehicular access to a public street." What is missing from their argument is the completion of that cite which states: "...except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code." Staff is recommending denial of direct access to Bladensburg Road and the use of Street C pursuant to Section 24-128(b)(9) of the Subdivision Regulations. This provision states that: "Where direct vehicular access to an individual lot fronting on a public street should be denied due to a potentially hazardous or dangerous traffic situation, a private easement may be approved in accordance with the driveway standards in Part 11 of Subtitle 27, in order to provide vehicular access, when deemed appropriate by the Planning Board."

d. Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if strict letter of these regulations is carried out;

Staff considers the existing topographical conditions not to be an impediment to implementing a site access from Street C and the redesign of the stormwater management facility to be a mere inconvenience as opposed to a particular hardship. The applicant's assertion of particular hardship is that a denial of direct access to the public road constitutes a "[d]enial of all use..." of the property pursuant to Section 27-466.01. As noted in **c.** above, access to the property is permitted pursuant to Section 24-128(b)(9) and therefore a reasonable use of the property would result.

In summary, the variation from Section 24-121(a)(3) of the Subdivision Regulations, allowing an access driveway onto Bladensburg Road is not supported by staff and it is recommended that the proposed parcel be served by an access roadway onto private Street C, consistent with the provisions of Section 24-128(b)(9) of the Subdivision Regulations.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section recommends approval of Preliminary Plan of Subdivision 4-07105 subject to conditions, and denial of the variation request from Section 24-121(a)(3) of the Subdivision Regulations for the reasons stated above.

7. **Schools**—The Special Projects Section has concluded that the review of this preliminary plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations, CB-30-2003 and CR-23-2003 is not necessary because the development is a commercial use.
8. **Fire and Rescue**—The Special Projects Section has reviewed the preliminary plan of subdivision for fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

The existing engine service at Bunker Hill Fire/EMS Station, Company 55, located at 3716 Rhode Island Avenue, has a service travel time of 3 minutes, which is within the 3.25-minute travel time guideline.

The existing paramedic service at Bunker Hill Fire/EMS Station, Company 55, located at 3716 Rhode Island Avenue, has a service travel time of 3 minutes, which is within the 7.25-minute travel time guideline.

The existing ladder truck service at Bunker Hill Fire/EMS Station, Company 55, located at 3716 Rhode Island Avenue, has a service travel time of 3 minutes, which is within the 4.25-minute travel time guideline.

The above findings are in conformance with the March 2008 *Approved Public Safety Facilities Master Plan* and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.”

9. **Police Facilities**—The proposed development is within the service area for Police District I, Hyattsville.

The police facilities test is done on a countywide basis in accordance with the policies of the Planning Board. There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department and the latest population estimate is 825,520. Using the 141 square feet per 1,000 residents, 116,398 square feet of space is needed for police facilities. The current amount of space, 267,660 square feet, is above the guideline.

Capital Improvement Program (CIP)

There are no CIP projects proposed within the vicinity of the subject property.

10. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan of subdivision for Brentwood Annex Self Storage and has no comments to offer.
11. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan 29156-2007-00 has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan. If direct access to Bladensburg Road is denied pursuant to the staff recommendation, an adjustment/revision to the approved stormwater management concept plan may be necessary.
12. **Urban Design**—The subject preliminary plan of subdivision proposes the development of a consolidated storage facility on a 1.06-acre property located in the I-1 Zone. Since the development proposal includes a consolidated storage use, the site will be subject to detailed site plan review in accordance with Section 27-475.04 of the Zoning Ordinance.

Conformance with the Prince George’s County Landscape Manual

The site is subject to Section 4.2 (Commercial and Industrial Landscaped Strip Requirements), Section 4.3 (Parking Lot Requirements) and Section 4.4 (Screening Requirements) of the Landscape Manual. The site’s conformance with the Landscape Manual will be reviewed at time of detailed site plan.

It should be noted that per Section 27-469(b) of the Zoning Ordinance, Landscaping, Screening and Buffering in the I-1 Zone, a minimum of ten percent of the net lot area will be required to be green area. Any landscaped strips required adjacent to public rights-of-way pursuant to the requirements of the Landscape Manual will not be counted toward this requirement.

Any existing landscaping located within the right-of-way will not be counted toward the requirements of the Landscape Manual. Street C is designated on the plans as a private road; therefore a landscaped strip pursuant to Section 4.2 or 4.3(a) will not be required in this location.

Other Design Issues

A detailed site plan will be required to demonstrate conformance with Section 27-475.04 of the Zoning Ordinance, which outlines additional requirements for consolidated storage. One of those requirements is that “[n]o entrances to individual consolidated storage units shall be visible from a street...” One big advantage to having access to this development from Street C is that a consistent landscape buffer area can be provided along the entire length of Bladensburg Road. This greatly enhances the opportunity to improve the viewshed along this corridor.

Urban Design Section Recommendations

Based on the foregoing analysis, the Urban Design Section recommends approval of Preliminary Plan of Subdivision 4-07105 subject to one condition.

13. **Historic**—A Phase I archeological survey is not recommended on the 1.06-acre property located at 3380 Bladensburg Road in Cottage City, Maryland. An examination of aerial photographs indicates that the entire property has been graded and covered with asphalt. The probability of identifying intact archeological resources on the subject property is low.

However, Section 106 review may require an archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or state or federal permits are required for a project.

14. The subject property is zoned I-1. While the subject application is not proposing any residential development, if legislation would permit such a land use, a new preliminary plan should be approved. Because there exist different adequate public facility tests, and there are considerations for recreational components for residential subdivision, a new preliminary plan should be required if residential development is to be considered.

RECOMMENDATION

APPROVAL of Preliminary Plan of Subdivision 4-07105 subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:
 - a. Demonstrate right-of-way dedication of 60 feet from the existing centerline of Bladensburg Road. The required right-of-way for Bladensburg Road shall be dedicated at the time of the final plat.
 - b. Eliminate the existing access onto Bladensburg Road and demonstrate a new access driveway to existing private Street C.
 - c. Redesignate the property as “Proposed Parcel “A.”

- d. Provide a ten-foot-wide Public Utility Easement (PUE) continuous and adjacent to Bladensburg Road.
 - e. Revise Note 5 to provide a gross tract area for the site, and revise the area of right-of-way dedication in accordance with the requirements of Condition 1(a).
 - f. Remove the word “approximate” from the centerline of Bladensburg Road, and relabel this as an “existing centerline.”
2. In conjunction with the detailed site plan, if one is required, or prior to the issuance of permits, a Type II tree conservation plan shall be approved.
 3. Development of this site shall be in conformance with the Stormwater Management Concept Plan 29156-2007-00 and any subsequent revisions.
 4. Should frontage improvements along Bladensburg Road be required by the SHA, the applicant and the applicant’s heirs, successors and or assignees shall provide an eight-foot-wide sidewalk along the property’s entire street frontage of Bladensburg Road (Alternate US 1) unless modified by the State Highway Administration (SHA) at the time of issuance of street construction permits.
 5. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
 6. The final plat of subdivision shall note that access to Parcel A is pursuant to Section 24-128(b)(9) of the Subdivision Regulations, and that direct access to Bladensburg Road is denied.
 7. Total development within the subject property shall be limited to uses which generate no more than 5 AM peak-hour trips and 5 PM peak-hour trips on the weekdays. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

STAFF RECOMMENDS APPROVAL OF PRELIMINARY PLAN OF SUBDIVISION 4-07105, AND DENIAL OF THE VARIATION REQUEST FROM SECTION 24-121(a)(3) OF THE SUBDIVISION REGULATIONS.