



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

Detailed Site Plan

Departure from Design Standards

Departure from Parking and Loading Standards

SAFStor Temple Hills

DSP-19032

DDS-655

DPLS-470

REQUEST	STAFF RECOMMENDATION
DSP: Three story, 105,000-square-foot consolidated storage facility.	APPROVAL with conditions
DDS: To allow a reduction in length of the loading spaces.	APPROVAL
DPLS: To allow for the reduction of one loading space.	APPROVAL

Location: On the north side of Beech Road, approximately 0.40 mile south of its intersection with MD 414 (Saint Barnabas Road).

Gross Acreage:	2.68
Zone:	I-1
Dwelling Units:	N/A
Gross Floor Area:	105,000 sq. ft.
Planning Area:	76A
Council District:	07
Election District:	06
Municipality:	N/A
200-Scale Base Map:	206SE04



Applicant/Address:
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Planning Board Date:	10/03/19
Planning Board Action Limit:	11/01/19
Staff Report Date:	10/03/19
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Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19032
Departure from Design Standards DDS-655
Departure from Parking & Loading Standards DPLS-470
Type 2 Tree Conservation Plan TCP2-025-2019
SAFStor Temple Hills

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION CRITERIA

This detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The Prince George's County Zoning Ordinance's site design guidelines for the Light Industrial (I-1) Zone and the requirements for granting departures from design and parking and loading standards;
- b. The requirements of Preliminary Plan of Subdivision 4-87224;
- c. The requirements of the *2010 Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject application proposes the construction of a three-story, 105,000-square-foot, consolidated storage facility on a 2.68-acre lot.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	I-1	I-1
Use	Vacant	Consolidated Storage
Total Acreage	2.68	2.68
Total Gross Floor Area (square feet)	0	105,000
Number of Storage Units	-	880

Parking and Loading:		
Use	Number of Spaces Required	Number of Spaces Provided
Total Required	21	22
Handicap-Accessible	1	1
Standard Spaces	20	21
Compact	0	0
Total Loading Spaces **	5	4*
2 spaces for first 10,000 sq. ft.	2	2
1 space/each 40,000 sq. ft. over	3	2

Note: *A departure from parking and loading standards (DPLS-470) to reduce the quantity of loading spaces has been requested.

**A departure from design standards (DDS-655) to allow a reduction in the length of the loading space from the required 45 feet to 35 feet has been requested.

Sign Design Data						
	Height (in feet)		Area (in square feet)		Quantity	
Freestanding Signage						
	Maximum Allowable	Proposed	Maximum Area Permitted	Area Proposed	Maximum Allowable	Proposed
	25	15	62.6	59.20	1	1
Attached to a Building						
	Location		Height (in feet)		Area (in square feet)	
			Maximum Allowable	Proposed	Maximum Area Permitted	Area Proposed
	X	X	12	X	318	184

3. **Location:** The subject property is known as Lot 40 on Plat Book 139, Plat No. 65, located at 4700 Beech Road in Temple Hills, approximately 0.40 mile south of the intersection of MD 414 (Saint Barnabas Road) and Beech Road in Planning Area 76A, and Council District 7.

4. **Surrounding Uses:** The subject property is bounded to the north by single-family detached dwellings (Lots 4, 5, 6 of the Hidden Village subdivision) in the One-Family Detached Residential Zone; to the west by a surface parking lot and vehicle storage yard in the Light Industrial (I-1) Zone; to the east by unimproved parcels of land in the Commercial Office Zone; and properties in the I-1 Zone beyond Beech Road to the south.
5. **Previous Approvals:** The 1984 *Approved Subregion VII Master Plan and Sectional Map Amendment* rezoned the property to the I-1 Zone. On February 18, 1988, the Prince George's County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-87224 (PGCPB Resolution No. 88-62). The 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)* (Heights and Vicinity Master Plan and SMA) retained I-1 Zone on the subject property. The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Corridor Sector Plan) incorporated this site, retaining it within the I-1 Zone and denotes the property within the Beech Road industrial area.

The site has an approved Stormwater Management (SWM) Concept Letter No. 13903-2019-0 and associated plan that is in conformance with the current code and valid until July 1, 2022.

6. **Design Features:** The proposed 880-unit, climate-controlled, consolidated storage facility has frontage on Beech Road with vehicular access proposed in the southwest corner. The ancillary office will be located interior to the building. The access point from Beech Road leads to a drive aisle that runs up the western edge of the site and provides access to surface parking and loading spaces at the southeastern and northeastern portion of the site. The property frontage is further defined with a freestanding sign and a SWM facility.

Parking for the facility is featured along the building's front and rear. The surface parking area along the front includes 14 standard spaces and one handicap-accessible space. Two loading spaces are located at the southeastern corner of the surface parking lot. The north portion of the site is expressed as the rear elevation and provides seven standard parking spaces, two loading spaces, and dedicated areas for fire lanes and a trash dumpster. The parking data tables of the detailed site plan (DSP) demonstrate conformance. A departure from design standards (DDS) and departure from parking and loading standards (DPLS) are being processed concurrently with this application for the loading spaces.

The DSP shows an illegally constructed, residential garage along the northern boundary of the property that appears to serve the property to the north. Staff advised the applicant that the residential garage needs to be removed or relocated from the property as the use is not permitted in the I-1 Zone and there is no record of the structure being approved by the permitting agency for construction. Therefore, a condition is included in the Recommendation section of this report to remove or relocate the structure from the subject property.

Architecture

The applicant is introducing a high-quality prototype with varied materials to include architectural panels and siding, glazing, glass, metal, and masonry. The building features a modern design with a muted color scheme consisting of cool blues, greens, and greys. This mixture of materials and colors is articulated on all sides of the building creating visual continuity. The façade is designed in a manner to visually relay the look of a ground-level retail and office space. Numerous windows are proposed throughout the building to illuminate the space with natural light. The flat-roof, three-story structure will achieve a

building height of 32 feet, demonstrating conformance to Section 27-475.04(a)(1)(c) of the Zoning Ordinance. Staff recommends approval of the architecture, as proposed.

Signage

The applicant proposes one freestanding sign and one building-mounted sign. The freestanding sign at the southern portion of the site near the entrance, faces Beech Road, will be internally illuminated, and diffused through a white Lexan face type with applied vinyl text. The text “SAFStor” is designed in a bold format with the “o” of the text relaying visual interest of the proposed business logo of a cylindrical lock, while the text “Self-Storage” is designed underneath in a standard font typology. The sign will measure approximately 12 feet 9 inches by 5 feet 9 inches. The freestanding sign is set back from the roadway to maintain unobstructed lines of vision for all directions of travel.

An approximate 184-square-foot rectangular building-mounted sign is proposed on the corner of the southeastern front elevation facing Beech Road. The corporate signage will be displayed utilizing the same materials as the freestanding sign.

Staff notes that the sign package includes handicap, fire lane, and dumpster area sign details. The sign package also provides a different color typology than the architectural color typology, therefore, a condition has been included in the Recommendation section of this report to revise the sign package to complement the architectural typology.

Lighting

The applicant proposes integrating building-mounted, canopy-mounted, and bollard lighting, which is ideal for illuminating site access, building entryways, and walking paths, and complements the sleek modern design of the façade. The submitted photometric plan shows that there is adequate lighting for users on-site near the building and in the parking lot.

Dumpster Enclosure

The applicant is proposing a six-foot-high, sight-tight fence and evergreen plantings to screen the trash enclosure. However, staff notes that no detail is provided for the trash enclosure and therefore, a condition has been included in the Recommendation section of this report.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the I-1 Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. This DSP is in general conformance with the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in the I-1 Zone. The proposed consolidated storage facility is a permitted use in the I-1 Zone, in accordance with Section 27-475.04. The specific requirements of Section 27-475.04(a) are as follows:

(1) Requirements

- (A) No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential**

or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).

All entrances to individual consolidated storage units are internal to the proposed building, in conformance with this requirement.

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

All entrances to storage units are located within the interior of the building.

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

The maximum height to the top of the flat roof is 32 feet.

- (D) Notwithstanding any other requirement of this Section, the expansion of an existing consolidated storage use within a building in the I-1 Zone after November 30, 2016, shall be limited to a maximum of fifty (50) additional individual units and may not be less than one-half mile from another consolidated storage use in the I-1 Zone. However, this Section shall not apply to a consolidated storage use expansion constructed pursuant to an approved preliminary plan, final plat, and detailed site plan, where the consolidated storage use is adequately buffered from view from any public right-of-way.**

This section does not apply to the subject application as it is not an expansion of an existing consolidated storage use.

Section 27-475.04(c) includes additional applicable requirements, as follows:

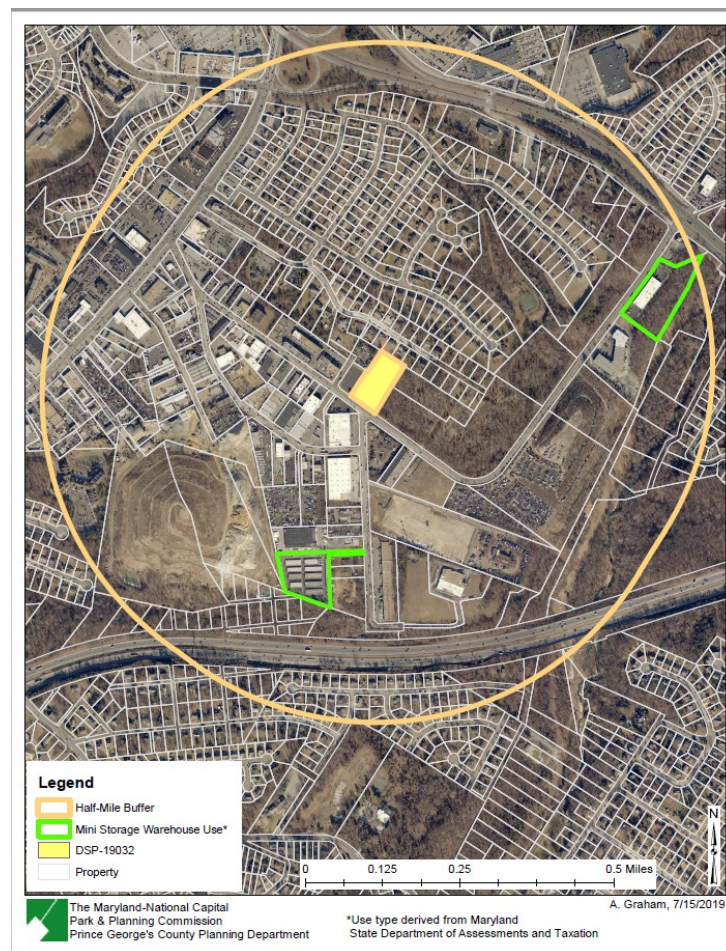
- (c) Unless otherwise exempted from the prescriptions of this Section, consolidated storage shall be a permitted use in the I-1 Zone, subject to the following additional requirements:**
- (i) A detailed site plan is approved for the proposed development of the use, in accordance with Part 3, Division 9 of this Subtitle.**
 - (ii) The required technical staff report prepared and submitted to the administrative record for the detailed site plan application shall include a current, countywide inventory of the locations, dates of approval, and any conditions of approval for consolidated storage uses located on property within one-half mile of the boundaries of the property on which the proposed consolidated storage use will be located; and**

- (iii) **The Planning Board and/or the District Council shall consider, in its review of a detailed site plan application pursuant to this Section, the inventory submitted to the administrative record in accordance with Subsection (b) of this Section, above, for purposes of finding conformance with the required findings of approval set forth in Part 3, Division 9 of this Subtitle.**

The subject DSP was submitted in fulfillment of this requirement. Regarding the required, current, countywide inventory of consolidated storage uses, there are two consolidated storage facilities within 0.5 mile of the boundaries of the subject property, as shown in the table and map below.

Table 5. Consolidated Storage Inventory

Location	Date of Approval	Case No.	Case Name	Conditions of Approval	Resolution No.
5335 Beech Road	1/8/09	DSP-84075-04	Beech Road Storage	5	08-190
5061 Beech Place	7/3/97	PPS 4-97034	James Industrial Center	6	97-161



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

(2) Parking, loading, and circulation

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

The DSP is in general conformance with the site design guidelines contained in Section 27-274, regarding provisions for safe and efficient on-site pedestrian and vehicular circulation, as well as provisions for adequate illumination. Specifically, the plan shows interior, two-way, travel lanes at 24 feet in width. The size of these travel lanes is large enough to provide adequate circulation allowing traffic to travel in both directions. There are 22 total parking spaces proposed for the consolidated storage facility. The vehicular access to the site is provided by a private access driveway, via Beech Road on the southern boundary of the site. Both the office and consolidated storage uses are accessed from this driveway. Vehicles will be able to exit the property using the primary two-way drive aisle on the southern portion of the site. Staff notes that there is sufficient parking provided with this DSP.

(3) Lighting.

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

The proposed light fixtures include building-mounted, canopy-mounted, and bollard lighting, which provide a balanced lighting pattern throughout the property. The lighting placement is designed to enhance the building entrances, pedestrian pathways, and the site's design character. The proposed lighting will also improve safety, while not causing a glare onto adjoining properties.

(4) Views.

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

The proposed building has been designed to provide a modern, clean, and appealing street presence along the road. This plan is designed to preserve, create, or emphasize views from the public road that adjoins the property. The DSP is also sensitive to the single-family detached dwellings to the north. The applicant uses the topographic limitations of the site to its benefit, namely constructing the building into the hill in order to build a portion of the building below grade. The north elevation of the building will only be one-story above grade, as viewed from the rear yard of the adjacent single-family detached dwellings. The DSP is proposing a landscape strip along the Beech Road frontage. In addition, the layout of the storage facility proposes no units with exterior doors.

(5) Green Area.

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

This DSP complies with the design guidelines outlined above. The required green area for this project is 10 percent and the applicant is proposing approximately 47 percent.

(6) Site and streetscape amenities.

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

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

(7) Grading.

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

The development is being proposed on a site with previous disturbance. Grading will be required but will be designed to minimize disruption to existing topography and other natural resources on the site and on adjacent properties. Staff notes that the applicant considered the regulated environmental features, specifically impacts to the primary management area (PMA) along

the frontage of the property. Disturbance is necessary to construct the proposed infrastructure.

(8) Service Areas.

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

The DSP proposes recessed loading areas on the southeastern and northeastern corners of the building to minimize potential conflicts between passenger vehicles, moving trucks, and pedestrians. Staff notes that a dumpster enclosure or trash facility has been proposed with this application, but no screening detail was provided. Therefore, a condition has been included to provide a screening detail to complement the proposed architecture.

(9) Public Spaces.

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

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

(10) Architecture.

(A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.

(B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.

(C) These guidelines may be modified in accordance with Section 27-277.

The proposed building has been designed to incorporate a number of building materials into the design of the building to create visual interest, and included materials such as architectural panels, siding, glazing, glass, metal, and masonry. The use of these materials add visual interest along the frontage of Beech Road.

- c. Section 27-474 of the Zoning Ordinance provides additional regulations for development in Industrial Zones including bulk regulations for setbacks, net lot area, lot frontage, and building coverage and green area. The subject DSP meets all of these requirements as shown on the submitted plans.

- d. **Departures from Design Standards DDS-655:** Section 27-578(a) of the Zoning Ordinance requires loading spaces for storage uses to be a minimum of 12 feet wide by 45 feet long. The applicant has filed DDS-655, requesting a departure of 10 feet from the required 45 feet in length. Pursuant to Section 27-239.01(b)(7) of the Zoning Ordinance, the Planning Board must make the following findings:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

The reduced length for loading spaces is consistent with the sizes of moving vehicles that use a storage facility of this size. The largest moving vehicle anticipated is a 26-foot-long box truck. Maneuverability is confirmed by an AutoTURN analysis conducted for the site, which indicates the site can accommodate the anticipated passenger vehicles, moving trucks, and emergency vehicles that will use the site.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

Staff finds that the departure is the minimum necessary, given the topographical constraints created by the steep slope. The applicant proposes turnaround areas to provide sufficient access for passenger vehicles, moving trucks, and emergency vehicles.

(iii) The departure is necessary in order to alleviate certain circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in order areas of the County which were predominantly developed prior to November 29, 1949;

Steep slopes make this departure necessary. The topographical constraints limit the locations for SWM facilities and restricts them to the front and rear of the site. In addition, the subject use was evaluated considering the smaller types of trucks that will be using the loading spaces.

(iv) The departure will not impair the visual, functional or environmental quality or integrity of the site or the surrounding neighborhood.

The reduced length for loading spaces will not impair the visual, functional, or environmental quality or integrity of the site. In fact, it will enhance it by allowing for less pavement needed on this site.

Based on the analysis above, staff recommends that the Planning Board approve DDS-655, to allow loading spaces that are 12 feet wide by 35 feet long.

- e. **Departure from Parking and Loading DPLS-470:** The applicant has also filed DPLS-470 requesting a reduction of one loading space. Based on the requirements of Section 27-582(a) of the Zoning Ordinance, this proposed development would normally require a minimum of 5 loading spaces. Pursuant to Section 27-588(b)(7) of the Zoning Ordinance, the Planning Board must make the following findings:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

- (i) The purposes of this Part (Section 27-550) will be served by the applicant's request;**

Section 27-550. – Purposes.

(a) The purposes of this Part are:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**

- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**

The applicant proffers that 4 loading spaces, in two groups, is sufficient to satisfy user demand for this type of facility. Moreover, the 4 loading spaces are strategically located at the northeastern and southeastern corner of the site to minimize disruptions to vehicular and pedestrian circulation. The placing of the loading spaces minimizes conflict points and enhances safety. Demonstrating compliance with the Zoning Ordinance by adding the fifth loading space would negatively impact traffic circulation and site operations.

- (3) To protect the residential character of residential areas; and**

There is no proposed site access into the abutting residential areas to the north of the property.

- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

The parking and loading as proposed provides adequate access, circulation, convenience and safety to the users of the subject property.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The departure of one loading space is the minimum necessary for this site, given the site's topographical constraints. The steep decline from the rear property line to the site's frontage along Beech Road results in an elevation change of 34 feet. This elevation dictates the site design, specifically the Beech Road access point. The applicant's ability to meet the required number of on-site parking spaces, SWM facilities, landscaping and buffering restrict the opportunity to provide a fifth loading space. It is expected that traffic turnover will be low, given the proposed use of the property, which typically does not have a lot of vehicular traffic.

(iii) The departure is necessary in order to alleviate certain circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in order areas of the County which were predominantly developed prior to November 29, 1949;

The requested departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The steep slope limits the areas where parking and loading facilities can be located. Effective vehicular circulation is also paramount. Staff acknowledges the departure is necessary to alleviate the constraints.

(iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and

All methods for calculating the number of loading spaces required were used.

(v) Parking and loading needs of adjacent residential areas will not be infringed upon, if the departure is granted.

The granting of this departure for one loading space will not have an impact on the parking and loading needs of the single-family detached dwellings to the north of the site, as the two areas are not directly connected via roadways.

(B) In making findings, the Planning Board shall give consideration to the following:

- (i) The parking and loading conditions within the general vicinity of the subject property, including number and locations of available on and off-street spaces within five hundred (500) feet of the subject property;**

Staff evaluated the topographical conditions of the site in conjunction with the use of the site and the type of items that are anticipated to be loaded and unloaded at the site. It would be impracticable for potential users to utilize the spaces on the adjoining property.

- (ii) The recommendations of an Area Master plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

The subject property was retained within the I-1 Zone through the Heights and Vicinity Master Plan and SMA. The Central Branch Avenue Corridor Sector Plan promoted retaining Beech Road for industrial uses. The proposed use achieves the vision set forth in the sector plans.

- (iii) The recommendations of a municipality (within which the property lies) regarding the departure; and**

This property is not located within a municipality.

- (iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

There are no public parking facilities proposed within the general vicinity of the subject property.

- (C) In making its findings, the Planning Board may give consideration to the following:**

- (i) Public transportation available in the area;**

There is no public transportation directly in front of the site. A bus stop is located at the intersection of Saint Barnabas and Stamp Road, approximately 0.3 mile from the subject property.

- (ii) Any alternative design solutions to off-street facilities which might yield additional spaces;**

No practical alternative design solution would yield additional off-street loading facilities.

- (iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**

The operational hours of the consolidated storage facility will be between the hours of 9:30AM and 6:00PM Monday through Friday and between 9:30AM and 5:00PM on Saturdays. The facility will be closed on Sundays. These hours are aligned with the regular business hours of the industrial uses within 500 feet of the subject property.

- (iv) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The subject property is in the I-1 Zone. Therefore, this finding is not applicable to the subject application.

Based on the analysis above, staff recommends that the Planning Board approve DPLS-470, to allow a reduction of one required loading space.

8. **Preliminary Plan of Subdivision 4-87224:** PPS 4-87224 was approved and adopted the resolution on February 18, 1988 (PGCPB Resolution No. 88-62). The Planning Board approved the PPS with six conditions, of which the following are applicable to the review of this DSP and warrant discussion, as follows:

5. **Special consideration should be given to ensuring that there is adequate buffering between the future industrial development of the site and adjacent residential uses.**

The subject application includes a 40-foot-wide, Type D buffer as reflected along the northern property line and a 30-foot-wide, Type C buffer is shown from the eastern property line, in conformance with the 2010 *Prince George's County Landscape Manual* (Landscape Manual) requirements.

6. **The development of this site should not significantly impact existing transportation facilities serving the development.**

As part of the review for PPS 4-87224, the applicant submitted a traffic study, and transportation staff provided a referral for both the development and traffic study. However, water damage to the case file has left an incomplete record of the transportation issues, including the expected trip generation of the site. The transportation staff recommends deriving a trip cap for the proposed lot because of the limited available information.

A derived trip cap would be based on the amount of developable land and the likely use of that land at the time of PPS approval. Given the location of the site, transportation staff believes that the site in 1987 would have been considered for warehouse or light industrial space. At a floor area ratio of 0.3 (per the "Transportation Review Guidelines, Part 1") the site could yield 35,000 square feet of space. As a warehouse, this quantity would generate 14 trips in either peak-hour;

as a light service industrial use, this quantity would generate 30 trips in either peak-hour. Therefore, transportation staff believes a trip cap of 30 AM and 30 PM peak-hour trips should be presumed for Lot 40. Should any future development of this site exceed 30 AM or 30 PM peak-hour trips, a new PPS will be required.

The proposal of 880 units of consolidated storage would generate 12 AM and 18 PM peak-hour trips and Transportation Planning Section staff determined that the proposed use is consistent with the derived trip cap and will not significantly impact the existing transportation facilities.

9. **2010 Prince George's County Landscape Manual:** The application is subject to the requirements of Section 4.2, Landscape Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The landscape and lighting plan provided with the subject DSP contains the required schedules demonstrating conformance to these requirements.

The applicant previously submitted an alternative compliance application with this DSP for the northern bufferyard, specifically requesting relief from Section 4.7 for the illegally constructed garage that is conditioned to be removed or relocated, as discussed in Finding 6. The applicant provided concurrence with staff's recommendation and has withdrawn their application for alternative compliance.

10. **2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property is greater than 40,000 square feet in area and proposes to clear more than 5,000 square feet of woodland. A Type 2 Tree Conservation Plan, TCP2-025-2019, was submitted concurrently with this DSP application.

The site has an overall woodland conservation threshold of 15 percent or 0.40 acre. A total of 0.40 acre of woodlands are proposed to be cleared with this application, resulting in a woodland conservation requirement of 0.91 acre for this development.

The TCP2 proposed to meet the woodland conservation requirement for the site through off-site woodland conservation credits. Per the existing note on the TCP2, all off-site woodland conservation credits required by the approved TCP2 must be acquired prior to the issuance of the first grading permit.

In addition, staff-cited minor revisions to the TCP2 that must be addressed prior to certification of the DSP. Therefore, a condition has been provided in the Recommendation section of this report.

11. **Prince eorge's County Tree Canopy Coverage Ordinance :** Section 25-128 of the Prince eorge's County Code requires a minimum percentage of tree canopy coverage on projects, such as this DSP, that propose more than 5,000 square feet of disturbance. The requirement for the 2.68-acre site is 10 percent of the gross tract area or 0.27 acre (11,761 square feet) based on the I-1 zoning. The subject DSP includes the required schedule demonstrating conformance by providing 0.47 acre (20,473 square feet) through the provision of new plantings on the subject property.

12. Referral Comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Historic Preservation Section**—In a memorandum dated July 26, 2019 (Stabler to Bush), incorporated herein by reference, the Historic Preservation Section stated that probability of archaeological sites within the subject property is low, therefore there is no impact to any historic sites or resources. A Phase I archeological survey is not recommended on the subject property. There are no historic sites or resources on/or adjacent to the subject property. This proposal will not impact any historic sites or resources or significant archeological sites.
- b. **Community Planning**—In a memorandum dated August 22, 2019 (Lester to Bush) incorporated herein by reference, the Community Planning Division indicated that pursuant to Section 27-588(b)(7)(B)(ii), the Planning Board “shall give consideration to the recommendations of an Area Master Plan.” Staff concluded that the plan conforms to the Plan Prince George’s 2035 Approved General Plan and that it is located in the Established Communities policy area. The plan envisions employment/industrial land uses on the subject property.

Staff also identified that the Central Branch Avenue Corridor Sector Plan recommends industrial land uses for the subject property, and it is within the Beech Road focus area. Staff further supported the recommendations of the sector plan to investigate the opportunity to lessen the adverse impact of commercial and industrial uses on adjacent residential communities through screening and buffering requirements for existing development.

- c. **Transportation Planning**—In a memorandum dated August 29, 2019 (Masog to Bush), incorporated herein by reference, the Transportation Planning Section offered a discussion of relative conditions of previous approvals and the concurrent departure applications that have been incorporated into findings above.

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. In making this determination, it is determined that both requested departures are supportable.

- d. **Subdivision Review**—In a memorandum dated August 2, 2019 (Turnquest to Bush), incorporated herein by reference, the Subdivision Review Section offered comments relative to the approved PPS and record plat. They found the DSP to be in substantial conformance with these prior approvals, subject to technical conditions, which have been included in the Recommendation section of this report.
- e. **Trails**—In a memorandum dated August 7, 2019 (Shaffer to Bush), incorporated herein by reference, the Transportation Planning Section stated that the site is covered by the 2009 *Approved Countywide Master Plan of Transportation* and the Heights and Vicinity Master Plan and SMA. There are no master plan trail recommendations for the subject site. The sidewalk shown on the submitted site plan will accommodate pedestrians along the site’s frontage of Beech Road and connect to the existing sidewalk on the property to the east. Staff concluded that, due to the nature of the proposed use, no additional bicycle or pedestrian facilities are recommended on-site.

- f. **Permits**—In a memorandum dated August 5, 2019 (Bartlett to Bush), incorporated herein by reference, the Permit Review Section offered numerous comments, which have been addressed through revisions to the plans or conditions in the Recommendation section of this report.
- g. **Environmental Planning**—In a memorandum dated September 9, 2019 (Juba to Bush), incorporated herein by reference, the Environmental Planning Section reviewed the approved Natural Resources Inventory, NRI-032-2019-01, which was submitted with this application and concluded that there is limited PMA comprised of 100-year floodplain and steep slopes located on-site. A forest stand, accounting for 0.86 acre, was determined a low priority for preservation and restoration. No specimen trees were identified on-site.

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

Impacts to the regulated environmental features (REF) of a site should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the REF. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfalls at points of least impact.

The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site, in conformance with County Code. Impacts to REF must first be avoided and then minimized. The statement of justification must address how each impact has been avoided and/or minimized to satisfy necessary findings for approval of a DSP.

The site also contains a total of 0.10 acre of PMA in the southwestern portion of the site. The PMA appears to result from steep slopes created by a man-made berm during previous development activity consisting of brushy scrub vegetation, small trees, existing curb and gutter, and an existing curb inlet. Staff noted that the applicant is requesting one impact, totaling 2,396 square feet, to grade the site for construction of a site entrance and a bioretention facility along the frontage of Beech Road. This application will permanently impact the 0.10 acre of PMA and cannot be avoided because the impacts are necessary for accessibility and to develop the site. Staff also noted that the on-site environmental features restrict viable access points from Beech Road and that ingress and egress will occur within the PMA. Staff concluded that the impact is necessary and unavoidable.

The site has an approved SWM Concept Letter No. 13903-2019-0 and associated plan that is in conformance with the current code and valid until July 1, 2022. The plan shows the use of four environmental site design facility types (landscape infiltration, a rain garden, a swale, and a submerged gravel wetland) to treat the majority of stormwater before it leaves the site. An additional fee of \$7,467 in lieu of

providing on-site attenuation/quality control measures is also required by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The approved concept plan is consistent with the DSP.

- h. **Prince George's County Fire Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Prince George's County Fire Department.
 - i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 4, 2019 (Giles to Bush), incorporated herein by reference, DPIE offered that the proposed development is consistent with the SWM Concept Plan No. 13903-2019 dated July 1, 2019 and valid through July 1, 2022. DPIE is in support of the concurrent departure applications filed with this DSP. Additional comments have been provided to the applicant and will be addressed through the separate permitting processes.
 - j. **Prince George's County Police Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Prince George's County Police Department.
 - k. **Prince George's County Health Department**—At the time of this writing, staff did not receive comments regarding the subject project from the Prince George's County Health Department.
 - l. **Maryland State Highway Administration (SHA)**—At the time of this writing, staff did not receive comments regarding the subject project from SHA.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated August 8, 2019 (Watkins to Bush), incorporated herein by reference, WSSC offered numerous comments that have been provided to the applicant and will have to be addressed before sewer and water connection.
 - n. **Verizon**—At the time of this writing, staff did not receive comments regarding the subject project from Verizon.
 - o. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, staff did not receive comments regarding the subject project from PEPCO.
13. As required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP, if revised as conditioned, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
14. Per Section 27-285(b)(4), 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).**

Staff recommends the approval of one permanent impact totaling 2,396 square feet of PMA as necessary and unavoidable to provide safe access to the site. Staff concludes that the proposed impact is required for the development of this site and has been minimized to the extent possible.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and:

- A. APPROVE Departure from Design Standards DDS-655 to allow the loading spaces to be 12 feet wide by 35 feet long;
- B. APPROVE Departure from Parking and Loading Standards DPLS-470 to allow a reduction of one loading space;
- C. APPROVE Detailed Site Plan DSP-19032 and Type 2 Tree Conservation Plan TCP2-025-2019 for SAFStor Temple Hills, subject to the following conditions:
 - 1. Prior to certification of the detailed site plan (DSP), the following revisions shall be made to the plans:
 - a. Revise the plan set to include a cover and approvals sheet.
 - b. Revise plans to clearly delineate all bearings and distances.
 - c. Provide accurate plat recording references for all areas included in the site.
 - d. Relocate the sidewalk along the Beech Road frontage to within the public right-of-way, subject to approval of the Prince George's County Department of Permitting, Inspections and Enforcement (DPiE).
 - e. Indicate that the illegally constructed garage is to be removed or relocated from the property.
 - f. Revise the sign package to complement the architectural typology.
 - g. Provide a detail for the trash enclosure and sight-tight fence, in colors and materials to match the building.
 - h. Revise the plan to show the loading space length approved by the departure from design standards.
 - i. Remove all occurrences of the note regarding the tenant determining sign lettering.
 - j. Prominently show and label the ultimate right-of-way line for Beech Road as "Ultimate R/W Line."
 - k. Make the existing street line for Beech Road more prominent on the site plan.

- l. Make the symbol for the entry sign more prominent on the site plan and show the sign setback from the existing street line.
- m. Revise the landscape plan to add "Section 4.7-1" to the beginning of each schedule title where appropriate.
- n. Revise the Type 2 tree conservation plan (TCP2), as follows:
 - (1) Revise the woodland conservation worksheet to indicate that the site is subject to the 2010 Ordinance; the site is in the priority funding area and is not subject to the 1991 Ordinance.
 - (2) Add all appropriate standard TCP2 notes consistent with revisions made to the plan.
 - (3) Have the revised plans signed and dated by the qualified professional who approved it.