



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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PGCPB No. 12-24

File No. DSP-07071

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on March 22, 2012, regarding Detailed Site Plan DSP-07071 for Brentwood Annex Self Storage, the Planning Board finds:

1. **Request:** The subject application is for approval of a 38,400-square-foot consolidated storage facility.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/DDOZ	M-X-T/DDOZ
Use(s)	Outdoor Storage Lot	Consolidated Storage Facility
Acreage	1.06	1.06
Building GFA (Sq. ft.)	0	38,400

OTHER DEVELOPMENT DATA

Off-Street Parking Spaces

Required per Section 27-568	5
222 Consolidated Storage Units (1 space per 50 storage units) of which space for physically handicapped	1
Provided (6 parallel spaces—8 ft. x 22 feet on "C Street")	8
of which spaces for physically handicapped	2

Loading Spaces

Required by Section 27-582 per building (2 spaces up to 10,000 square feet GFA plus 1 space for each additional 40,000 square feet)	
Building A 16,800 square feet	3
Building B 21,600 square feet	3
Total (size 45 feet x12 feet)	6
Provided	6*

*The 2009 Approved Port Towns Sector Plan envisions the Port Town development area as a destination for entertainment, recreation, dining, shopping, and living, and further identifies six urban design character areas. The subject site is located within Character Area 2—Bladensburg Road Gateway/Main Street. According to the Parking and Loading Standards of the Development District Overlay Zone (p. 200), loading facilities are not required in any Port Towns urban design character area.

3. **Location:** The subject site is located in Planning Area 68, Council District 5, within the municipal boundaries of Cottage City. More specifically, the property is on the north side of Bladensburg Road, approximately 525 feet east of its intersection with Eastern Avenue (the District of Columbia line).
4. **Surrounding Uses:** The subject property is located within the Eastgate Industrial Center, an industrial area generally located on the north and west sides of Bladensburg Road, south of the CSX railroad tracks. The site is bounded on the northeast and southeast sides by C Street and Bladensburg Road, respectively, and is surrounded on three sides by developed property in the M-X-T (Mixed Use–Transportation Oriented) Zone and of various existing industrial uses. The site immediately to the southwest of the subject site is a consolidated storage facility owned by the same owner and was approved by Detailed Site Plan DSP-02033. Across Bladensburg Road to the southeast of the property is the existing Fort Lincoln cemetery in the Open Space (O-S) Zone.
5. **Previous Approvals:** The subject site is part of a legally described parcel, Parcel B of the Eastgate Industrial Center recorded in 1959 in Plat Book 34 on Plat 68. The Planning Board approved Preliminary Plan of Subdivision 4-07105 for the site (via PGCPB Resolution No. 08-179), subject to seven conditions. The 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* rezoned the subject site along with the surrounding industrial uses from the existing Light Industrial (I-1) Zone to the M-X-T Zone and superimposed a Development District Overlay Zone (DDOZ) on the property. The subject site also has an approved Stormwater Management Concept Plan, 29156-2007-00, which was revised and reapproved by the Department of Public Works and Transportation (DPW&T) on September 26, 2011 and is valid through May 2013.
6. **Design Features:** The 1.06-acre property is completely paved and currently used as an outdoor storage lot. The subject detailed site plan proposes to redevelop the site with a consolidated storage facility consisting of two two-story buildings. Building A will have a gross floor area (GFA) of 16,800 square feet and Building B will have a GFA of 21,600 square feet. The total GFA (38,400 square feet) shown on the plans is increased from the GFA (37,100 square feet) indicated on the application form. The submitted trip counts by the traffic consultant and the analysis performed by the Transportation Planning Section support the proposed 38,400 square feet of development. The applicant should revise the application form to provide a total of 38,400 square feet. The Planning Board included a condition in this resolution to require the applicant to provide the correct square footage for the proposed consolidated storage facility prior to certification of this DSP.

The two buildings are rectangular in shape with their short sides oriented toward Bladensburg Road. The site will be accessed from Bladensburg Road and the main driveway is located between

the two buildings. Two handicap-accessible parking spaces are provided, one behind each building. There is also one loading space behind each building. Six parallel on-street parking spaces are provided along C Street. A ten-foot-wide sidewalk has been provided along the site's Bladensburg Road frontage and a five-foot-wide sidewalk has been provided along the site's C Street frontage. A small stormwater management pond is located in the site's northeast corner behind Building B.

The two buildings proposed with this DSP show a two-part façade design. The elevation of each building along Bladensburg Road is further divided horizontally into three sections with different color-tone bricks and exterior insulation finishing system (EIFS). Building A has a narrower façade than Building B along Bladensburg Road. For each façade, a dark color brick (Red Field) is applied on the two outer tower sections and a lighter color EIFS is used to finish the central tower section of each façade. Each outer tower section of the façade has two distinguished vertical parts divided by a lighter brick band and a prominent cornice to screen the flat roofs. Each tower section has a large area of fenestration with a dark green awning against an EIFS finish immediately above the fenestration. Additional decorative light-colored brick squares in a symmetrical pattern are shown on both sides of the fenestration on each façade. The middle tower section of each façade is finished with EIFS and is decorated with darker brick bands. A wrought iron, picket, decorative fence with gates is located between the two building façades.

A similar façade design and material choices have been used on the façade fronting C Street. This elevation has two middle EIFS tower sections located between three dark brick tower sections of similar decoration. Pargeted and painted masonry blocks of beige and red decorated with white block band have been used to finish the other two less visible elevations of the buildings. Two building-mounted signs have been provided with this DSP. The sign shown on the façade of Building B fronting Bladensburg Road consists of an elongated sign panel (logo) of a dark green background with white letters in three rows that read "Extra Space, Storage, Est. 1977" and individual dark green letters that read "You deserve extra space." The signs shown on the façade fronting C Street include the same sign panel shown on the other façade and two lines of individual dark green letters that have the telephone number on the top line and text of "Packing Supplies" on the lower line. Both building-mounted signs are illuminated with track lighting affixed on the cornice of the façade section where the sign is located. The specific sign dimensions have been provided in the applicant's statement of justification because the signs proposed are larger than the DDOZ standards (pp. 195–197, 2009 Approved Port Towns Sector Plan) allow. The applicant has requested an amendment to the sign design standards (see Finding 7 below). However, no sign details have been provided on the site plan. The Planning Board included a condition in this resolution that requires the applicant to provide sign details as approved with this application prior to certification.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2009 Approved Port Towns Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay Zone:** *The 2009 Approved Port Towns Sector Plan and*

Sectional Map Amendment (Sector Plan/Sectional Map Amendment) defines long-range land use and development policies, detailed zoning changes, design standards, and a Development District Overlay Zone (DDOZ) for the Port Towns development area. The land use concept of the sector plan divides the development area into six urban design character areas for the purpose of examining issues and opportunities and formulating recommendations. The six character areas are (1) Port Towns Waterfront, (2) Bladensburg Road Gateway/Main Street, (3) Bladensburg Town Center, (4) Edmonston Road Main Street, (5) Edmonston North Workshop, and (6) Annapolis Road Gateway. Each character area has its own goals and recommended land use characteristics. The subject site is located in Character Area 2. The vision for Character Area 2 is to promote a mixed-use, pedestrian-friendly boulevard that serves as a gateway to Prince George's County and the Port Towns while also serving as the main street of Colmar Manor and Cottage City.

The existing development that comprises Character Area 2 features a horizontal mix of strip and highway commercial and industrial uses. The recommended land use characteristics of Character Area 2 include the creation of a pedestrian-oriented streetscape that highlights the area's history and provides easy linkages to existing park land that has been improved with facilities making it a destination. The development character supports both a horizontal and vertical mix of uses (commercial, residential, civic, and entertainment) and public transit in the form of a MARC transit station and fixed guided transit (FGT). In order to achieve the vision and land use characteristics for this area, the sector plan rezoned the entire area from predominantly I-1 to the M-X-T Zone. The focus point of Character Area 2 is the future MARC station which would be located along the CSX railroad track at the end of C Street. The rezoning raised numerous concerns with the owners of properties within this area, including the applicant, because the designated M-X-T Zone with DDOZ will not allow any industrial uses and makes all existing industrial uses in the Eastgate Industrial Park nonconforming. The subject site just obtained a preliminary plan of subdivision approval prior to adoption of the Sector Plan. Given the inconsistency between the existing land use pattern and future land use vision, the District Council realized that it will take a long time to fully implement the Sector Plan's land use recommendations and, therefore, approved a Sector Plan that takes into consideration pre-transit development of Character Area 2 and includes a policy to guide transitional development of the area. The Sectional Map Amendment approved with the Sector Plan contains a use table (p. 210) that expands the M-X-T Zone use table to include any use allowed in the I-1 Zone (excluding those permitted by special exception) in the Bladensburg Road Gateway/Main Street character area. The policy known as Policy 8 and the implementation strategy are as follows:

Policy 8: Support small scale transitional development in the industrial area located on the north side of Bladensburg Road between Dueling Creek and Eastern Avenue in Cottage City during the pre-transit transition period.

Strategy: Encourage workshop structures as transition until transit is realized and supports the more comprehensive mixed-use development potential envisioned in the plan.

The application for a 38,400-square-foot consolidated storage facility as proposed in the subject detailed site plan is in general compliance with the pre-transit, transitional land use vision and recommendations for Character Area 2.

In accordance with Section 27-548.25(b) of the Zoning Ordinance, in approving a detailed site plan in a DDOZ, the Planning Board shall find that the site plan meets applicable development district standards. Section 27-548.25(c) and (e) further provide that if the applicant so requests, the Planning Board may apply development standards which differ from the development district standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate development district standards will benefit the development and the development district, and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. If a use would normally require a variance or departure, a separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable development district standards.

The development district standards, which are based on six guiding principles (p. 159), are organized into three general categories in order to address various design elements of the built environment, including Building Envelope Standards, Urban Space Standards and Architectural Standards. Within the Building Envelope Standards, a form-based approach has been adopted by the Sector Plan to divide the standards into five subcategories in order to provide design parameters for development. The five subcategories are General Building Envelope, Storefront Building Envelope, Townhouse/Small Apartment Building Envelope, Workshop Building Envelope, and Detached Dwelling Building Envelope standards. Within each subcategory, a very detailed set of prescribed urban design standards has been provided to govern building height, building siting, street façade, buildable area, use, etc. In addition, separate parking and loading and sign design standards are also included as DDOZ standards that supersede those in the Zoning Ordinance.

The proposed consolidated storage facility is a use that is normally not permitted in a mixed-use town center. However, as a transitional use until transit is realized in the area, the Sector Plan allows the site to be developed in conformance with the Workshop Building Envelope standards. The detailed site plan meets most of the standards with the exception of several development district standards for which the applicant has requested an amendment.

- a. Section 27-548.26, Amendment of Approved Development District Overlay Zone, of the Zoning Ordinance requires that the Planning Board shall make the following findings in order to approve an amendment of the development district standards, as follows:
 - (i) **The amendment is in compliance with the goals of the Development District; and**
 - (ii) **The amendment is in conformance with the purposes of the D-D-O Zone.**

The amendments requested by the applicant meet the two findings as provided below under the title where the required standards are located and further discussed in detail as follows:

URBAN SPACE STANDARDS

The Urban Space Standards are applicable to all new development. Under the standards, the street type specification has been provided. For the subject site, there are two street frontages that need to be addressed, including the frontages along C Street and Bladensburg Road.

C Street

C Street is a 30-foot-wide private driveway easement according to previously approved Preliminary Plan of Subdivision 4-07105 for the site. The DDOZ standards designate C Street as a Neighborhood Street Type 1 (NST-1) (p. 163), which requires an 83 to 93-foot build-to-line (BTL) including street elements such as landscaped strip, sidewalk, and dooryard. The NST-1 street type designated for C Street was envisioned to create a mixed-use, pedestrian-friendly main street leading to a future MARC station. The Sector Plan also recommends aligning the future main street with the entrance roadway to the existing Fort Lincoln Cemetery across Bladensburg Road. This would occur to the east and not impact on the subject site, but has greater impact on the adjacent property across C Street. In order to alleviate the congestion caused by parked vehicles on C Street, as stated in previously approved 4-07105, six parallel parking spaces that occupy the site's C Street frontage have been provided outside of and abutting the right-of-way of C Street. In addition, a five-foot-wide standard sidewalk and a five-foot landscaped strip have been provided between the right-of-way of C Street and proposed Building B. The entire C Street type and its street elements are different from the NST-1 street type of the Sector Plan. An amendment to NST-1 has been requested.

The Planning Board found that Preliminary Plan of Subdivision 4-07105 was approved for the subject site and predates the adoption of the 2009 Port Towns Sector Plan and Sectional Map Amendment. The DSP proposed development is consistent with the transitional strategy recommended by Policy 8 of the Sector Plan. As pre-transit development, the C Street layout (30-foot travel lane plus additional sidewalk and landscaped strip) will be sufficient for its designated use. However, the arrangement of the street elements within the space between the right-of-way and Building B should be adjusted to be consistent with the Urban Space Standards. Specifically, the width of the landscaped strip should be increased one foot to be consistent with both the requirements of NST-1, which requires six to eight feet, and with the requirement of the *Prince George's County Landscape Manual* (Landscape Manual). The landscaped strip should be located adjacent to the parallel parking spaces and provide buffer between the pedestrian and the street. The Planning Board included a condition in this resolution that requires the applicant to revise both the DSP and landscape plan to provide the required street elements prior to certification.

Bladensburg Road

The previously approved Preliminary Plan of Subdivision, 4-07105, designated Bladensburg Road as a 120-foot-wide major street. The subject property should dedicate an additional 15 feet to provide 60 feet of right-of-way from the existing center line. In addition, a ten-foot public utility easement (PUE) has been approved abutting the right-of-way. The Sector Plan recommends a BTL that would require the buildings to be located right on the right-of-way line and does not provide for a PUE. An amendment to the street type has been requested.

The Planning Board found that similar to the C Street situation, the Preliminary Plan of Subdivision, 4-07105, was approved for the subject site and predates the adoption of the 2009 Port Towns Sector Plan and Sectional Map Amendment. The DSP proposed development is consistent with the transitional strategy recommended by Policy 8 of the Sector Plan. A ten-foot PUE is consistent with the street front improvement in the Bladensburg Corridor. The eight-foot-wide sidewalk is required by the Preliminary Plan of Subdivision, 4-07105, which is consistent with the street type requirement for Bladensburg Road. However, a minimum six-foot landscaped strip should be provided between the travel lanes and sidewalks in order to be consistent with the Urban Space Standards. The Planning Board included a condition in this resolution that requires the applicant to revise both the DSP and landscape plan to provide the required street elements prior to certification.

BUILDING ENVELOPE STANDARDS

Building envelope standards provide five subcategory standards to be applicable to various development areas within the Sector Plan boundary. According to the Urban Design Plan for Character Area 2 (p. 154, Map 27), the site is subject to Building Envelope Standard (BES) Storefront along the C Street frontage and a combination of Storefront BES and General BES along the Bladensburg Road frontage. However, since the proposed development on the subject site is transitional in nature, the Workshop BES has been chosen to be applied on this site before the proposed MARC station is realized, in accordance with the land use strategy approved in the 2009 Port Towns Sector Plan.

The Workshop BES (p. 186–189) requires a minimum of one story or 20 feet at the build-to line and a maximum four stories. On each lot, the building façade shall be built to occupy at least 70 percent of the BTL length. Driveways shall be located at least 75 feet away from any block corner or another driveway or garage entry on the same block. Fenestration on façades shall comprise between 20 to 70 percent of the façade. Blank lengths of wall exceeding 35 linear feet are prohibited on all BTLs. At least one functioning pedestrian entry door shall be provided along each ground story BTL façade at intervals not greater than 80 linear feet. The Workshop BES requires that the ground story may only house workshop or commercial uses. The DSP is designed in accordance with the Workshop BES and requires amendment only to the requirements for a functioning pedestrian entrance along the C Street frontage, Building B Bladensburg Road street

frontage, and the use requirement at the ground floors along both the C Street and Bladensburg Road BTLs.

The Workshop BES is summarized as follows:

		ALLOWED OR REQUIRED	PROPOSED	COMPLIANCE	NOTES
WORKSHOP BUILDING ENVELOPE STANDARDS					
Height	No. of Stories	1 to 4 stories max.	1 + Basement	yes	
	Building Height	20' min.	25' 8" Upper 21' 6" Lower	yes	
	Clear Height Ground Floor	11' min.	15'0"	yes	
	Upper Story Height	-	N/A		
	Clear Height Upper Story	-	N/A		
	Street Walls	70% Length	N/A		Bladensburg 74%, C Street
Siting	No Build Boundary Line from rear of Property	50'0"	Building at 54'4"	yes	
	BTL (Build to line)	No setback req.	10'	yes	
	Parking setback line	30' from BTL	36'	yes	
	Street Façade (on BTL)	70% min.	74%	yes	Minimum required 70% of BTL length.
	Garage and Parking Separation	75' min.	130'0"	yes	Minimum required 75 feet away from block corner or another driveway or garage entry on the same block.
Elements	Fenestration	20% - 70%	24% Bldg. A 20% Bldg. B	yes	No blank wall exceeding 35 linear feet on BTL
	Building projections	See notes	See notes	yes	Awning projections comply w/ standards and clear height is at least 10 feet.
	Doors & Entries	80' max. Intervals	2 along BTL façade	Amendment	1 entry door / 80 feet max. shall be provided along ground floor of BTL façade.

		ALLOWED OR REQUIRED	PROPOSED	COMPLIANCE	NOTES
	Street Walls	-	N/A		
Use	Ground Story	Workshop /Commercial	See notes	Amendment	Allowed Workshop or Commercial Use
	Upper Stories	Workshop /Commercial	See notes	N/A	Workshop or Commercial Use. No Restaurant or Retail.
	Specific Use Requirements	-	N/A		

The proposed development of the subject site as a consolidated storage facility annex to the existing storage facility to the southwest is a transitional use permitted by the Sector Plan for Character Area 2 before the construction of the MARC station. The use proposed is a permitted use. A functional pedestrian entrance from C Street would be ideal if a pedestrian-friendly, main street-style boulevard materializes when the MARC station is constructed. The design arrangement for C Street is acceptable because there is not enough pedestrian traffic on C Street to justify the entry requirement. A faux entrance has been provided. A storefront window has been provided on Building B's Bladensburg Road façade that serves the purpose for that street frontage. The required amendments represent the best solution under current conditions.

ARCHITECTURAL STANDARDS

The Architectural Standards apply primarily to signage and awnings/overhangs that are visible from public streets. The DSP has two building-mounted signs on Building B, which is located at the intersection of C Street and Bladensburg Road, in order to capture views from both streets. According to the Architectural Standards, the signage is to be located between 12 and 18 feet above the adjacent sidewalk. The signage facing Bladensburg Road is located between 10 feet, 7 inches and 18 feet above the adjacent sidewalk. The other signage facing C Street is located between 10 feet, 6 inches (logo) and 10 feet, 8 inches above the adjacent sidewalk, with a maximum height of 16 feet, 8 inches. An amendment to allow the signs to be 1 foot, 5 inches lower than the minimum height is requested. In addition, the two logo signs are identical and are each 12 feet, 2 inches long and 5 feet, 3 inches high, with a total sign face area of 64 square feet. The height of the letters is 24 inches. The Architectural Standards allow each sign face area of 8 square feet with the letter height of 18 inches. An amendment to the signage standards to allow the proposed signage has been requested.

The Planning Board found that the intent of the signage standards is to provide clear information for the public without creating distraction, intruding into, or lessening the urban center experience. The signs should also be scaled for a mixed-use, pedestrian-oriented area with slow-moving automobile traffic. The proposed consolidated storage facility is a transitional use before the area would be fully transformed to a mixed-use,

pedestrian-oriented town center along with the arrival of the MARC station or other public transit station. The signage proposed is predominantly aimed at motorists traveling at speeds in excess of 40 miles per hour. According to the applicant, the signs are typical of those used in other locations serving a similar audience. The Planning Board agreed that if the area were to be transformed into a pedestrian-friendly, mixed-use environment, the larger signage would not be necessary and the signage used should be in conformance with the signage standards that are scaled for pedestrians and much slower automobile traffic. The proposed signage serves the transitional purposes of the development.

PARKING AND LOADING STANDARDS

The Port Towns DDOZ standards have specific parking and loading standards. The DSP is consistent with the parking requirements. As far as the loading spaces are concerned, the applicant has calculated the number of loading spaces according to the schedule of loading spaces in Section 27-582 of the Zoning Ordinance which provides two loading spaces for each 10,000 square feet of GFA plus one additional loading space for each additional 40,000 square feet for every consolidated storage building. For total GFA of 38,400 square feet in two buildings as shown in the DSP, a total of six loading spaces is required. The DSP provides four loading spaces by following the M-X-T Zone loading space calculation method in Section 27-583, as follows:

- (a) **The number of off-street loading spaces required in the M-X-T Zone is to be calculated by the applicant and submitted to the Planning Board for approval at time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.**
- (b) **The number of off-street loading spaces required shall be calculated using the following procedures:**
 - (1) **Determine the number of loading spaces normally required under Section 27-582.**
 - (2) **Determine the number of loading spaces that may be readily shared by two or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.**
 - (3) **The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).**

Based on this calculation method, the applicant provided six loading spaces and requested an amendment to the standards.

The Planning Board found that the applicant followed the correct method of calculating the total number of loading spaces needed in the M-X-T Zone. However, in accordance with Section 27-548.21, Relationship to other zones, only those requirements of the underlying zones specifically noted in the Sector Plan are modified. Parking and loading standards are among the requirements of the underlying zone that have been modified. The 2009 Approved Port Towns Sector Plan envisions the Port Towns development area as a destination for entertainment, recreation, dining, shopping, and living, and further identifies six urban design character areas. The subject site is located within Character Area 2—Bladensburg Road Gateway/Main Street. According to the Parking and Loading Standards of the DDOZ (p. 200), loading facilities are not required in any Port Towns urban design character area. The DSP provides six loading spaces in order to serve the loading needs of the customers who will use the storage facility.

- b. The applicant does not request an amendment to the following standards. However, staff believes that the standard warrants discussion.

Parking spaces: The Parking and Loading Standards of the DDOZ (pp. 198–200) have the following requirements:

The minimum surface parking spaces shall be 80 percent of the minimum required parking and loading as stated by Section 27-568 (a) of Part 11 of the Zoning Ordinance.

The maximum number of surface parking spaces shall be equal to the minimum required by required parking and loading as stated by Section 27-568 (a) of Part 11 of the Zoning Ordinance.

The Planning Board found that the required parking for the proposed consolidated storage facility, in accordance with Section 27-568(a) of Part 11 of the Zoning Ordinance, as provided in above Finding 2, is 5 five spaces. The DSP provides a total of eight spaces, of which six are parallel spaces along C Street and two are spaces for the physically handicapped. According to the DDOZ parking and loading standards, the minimum parking required is also the maximum parking spaces allowed in this area. An amendment to parking standards is required.

The applicant provides parking not only to serve the parking needs of future customers, but also to address the concern that the Planning Board expressed in approval of Preliminary Plan of Subdivision 4-07105 to alleviate the parking problem on C Street. The six parallel spaces provided on the subject site adjacent to the 30-foot right-of-way of C Street is the maximum possible parking that can be provided by the applicant and will be one part of the solution for the parking problem along C Street. The Planning Board concluded that this amendment to the parking standards is acceptable.

Width of vehicular entry gate: The Street Walls standard under Workshop BES requires that one vehicle entry gate no wider than 25 feet and one pedestrian entry gate no wider than 5 feet shall be permitted within any required street wall. The DSP shows a 30-foot-wide entry gate off Bladensburg Road that is 5 feet wider than the allowed. An amendment to this standard is required.

The Planning Board found that the use proposed in this DSP as a consolidated storage facility is a transitional use permitted by the Sector Plan for Character Area 2 before the realization of the MARC station as envisioned in the Sector Plan. The facility will be used by customers that will utilize larger vehicles on a regular basis. A 30-foot-wide vehicular entry is the minimum necessary required by DPW&T for all commercial establishments. Given the nature of the proposed use which is permitted by the Sector Plan, a 30-foot-wide vehicular entry is warranted.

8. **Prince George's County Zoning Ordinance:** The subject application has been reviewed and found to comply with the requirements in the M-X-T Zone and the site design guidelines of the Zoning Ordinance.
 - a. The subject application proposes a use that is not generally allowed in the M-X-T Zone as stated in Section 27-547, Uses permitted. However, the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* (pp. 208–212) approved a use table that superseded Section 27-547 to allow the consolidated storage facility as a transitional use. The proposed consolidated storage facility is a permitted use in the M-X-T Zone in the Port Towns Sector Plan area.
 - b. The DSP shows a site layout that is consistent with most of the design standards of the DDOZ of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* except for those as amended in Finding 7 above.
 - c. The DSP is in general conformance with the applicable site design guidelines contained in Section 27-283, as specifically stated in Section 27-274, Site Design Guidelines.
9. **Preliminary Plan of Subdivision 4-07105:** The subject application has been reviewed for conformance with the conditions of the previously approved preliminary plan of subdivision for the property. On December 4, 2008, the Planning Board approved Preliminary Plan of Subdivision 4-07105 with seven conditions. The conditions that are applicable to the review of this DSP warrant the following discussion:
 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.**

The site is not subject to the requirements of the Woodland and Wildlife Habitat Conservation Ordinance because it contains less than 10,000 square feet of woodland and does not have a previously approved tree conservation plan. A standard letter of exemption was issued for this site

on March 9, 2012. The Planning Board found that no Type II tree conservation plan is required for this detailed site plan.

3. Development of this site shall be in conformance with the Stormwater Management Concept Plan 29156-2007-00 and any subsequent revisions.

The original Stormwater Management Concept Plan, 29156-2007-00, for the subject site was approved in 2007 by DPW&T. A revised concept plan to reflect the current layout as shown in the DSP was reapproved by DPW&T in 2011 and is valid through May 4, 2013. The DSP shows a layout that is consistent with the original approved Stormwater Management Concept Plan, 29156-2007-00.

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.

The DSP shows an eight-foot-wide sidewalk along the site's entire street frontage of Bladensburg Road. This condition will be enforced by the Maryland State Highway Administration (SHA) at the time of issuance of access permits.

6. At the time of detailed site plan, the applicant, his heirs, successors and/or assignees shall propose improvements to "C" Street in order to address the existing congestion. The improvements shall take place within the limits of the applicant's property, and shall include, but not be limited to;

- a) **Additional Paving**
- b) **Signage**
- c) **Drainage Improvements in accordance with Approved Stormwater Concept Plan No. 29156-2007-00, and**
- d) **Landscaping**

The DSP shows a standard sidewalk, a five-foot-wide landscaped strip, and six parallel parking spaces along the site's entire frontage of C Street outside the 30-foot right-of-way, within the limit of disturbance of the subject site. The proposed improvement is located within an 18-foot-wide land area between proposed Building B and the C Street right-of-way including the drainage in accordance with the approved stormwater management concept plan. Except for the width of the landscaped strip, the proposed improvements are consistent with this condition. A six-foot landscaped strip is required by both the Landscape Manual and the DDOZ Street Type standards. A condition has been included in this resolution.

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.**

The applicant provided an analysis identifying the net leasable area as 29,050 square feet. Since the proposed consolidated storage facility will be an annex to the existing facility, no office space will be provided. According to the trip generation analysis based on the parameters of the *Trip Generation Manual, 8th Edition* (Institute of Transportation Engineers), this site would generate 3 AM and 5PM peak hour trips. This is within the trip cap. The Planning Board agreed with the applicant that the proposed development is within the previously approved trip cap.

10. **Prince George's County Landscape Manual:** The subject DSP for a 38,400-square-foot consolidated storage facility is subject to Section 4.3(c)(1), Parking Lot Perimeter Landscape Strip Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual. The street type specifications under Urban Space Standards provide the street element and landscaping requirements that supersede Section 4.2, Requirements for Landscape Strips along Streets.
 - a. The DSP provides two parking spaces for the physically handicapped, behind each of the two buildings. There is no additional building located between the parking lot and the rear property line. According to Section 4.3(c)(1), a parking lot perimeter landscape strip is required to provide one of the three specified options in the Developed Tier, as stated in the Landscape Manual. The landscape plan shows a minimum five-foot-wide landscape strip with one shade tree and three shrubs per 35 linear feet of parking lot adjacent to the abutting property that meets the Section 4.3(c)(1) requirements. However, the landscape plan should be updated in accordance with the requirements of the revised Landscape Manual adopted in 2010. A condition has been included in this resolution to require the applicant to update the landscape schedule prior to certification of this DSP.
 - b. Section 4.4, Screening Requirements, requires any loading spaces, loading docks, and maintenance areas be screened from constructed public streets. The DSP shows two loading spaces behind each proposed building. The loading spaces will not be visible from Bladensburg Road, but will be visible from C Street. With the development of this site, the site's C Street frontage will be improved. Even though the previously approved Preliminary Plan of Subdivision (4-07105) for the site designated C Street as a private roadway, the 2009 Port Towns Sector Plan envisions it as a pedestrian-friendly, main street-style boulevard with 93 feet between the BTLs on both sides. The boulevard eventually leads to the future MARC station. Given the importance of future C Street in Character Area 2, the Planning Board decided that proper screening measures in accordance with Section 4.4 requirements should be put into place to screen the proposed loading space behind Building B from views on C Street. A condition has been included

in this resolution to require the applicant to provide the screening measures to be approved by the Urban Design Section as the designee of the Planning Board.

- c. Section 4.9 requires a minimum percentage of the plants of each plant type to be native species and/or cultivars. The percentage is specified as follows:

Shade trees	50%
Ornamental trees	50%
Evergreen trees	30%
Shrubs	30%

Native plant materials shall also be identified as such in the planting schedule on the landscape plan. The landscape plan provides 100 percent native shade trees, ornamental trees and evergreen trees and 42 percent native shrubs that exceed the above native plant percentage requirements.

- d. The DSP has a parking lot that is smaller than 7,000 square feet. In accordance with Section 4.3(c), Parking lot interior planting requirements, no interior planting is required for this site. However, the DSP provides a parking lot interior planting schedule. This schedule should be removed from the landscape plan. A condition has been included in this resolution that requires the applicant to remove this schedule from the landscape plan prior to certification.
- e. The plant selections should be revised on the landscape plan. The Leyland cypress shown along C Street in a five-foot-wide planting strip will eventually obstruct the sidewalk. A six-foot-wide planting strip should be provided. A columnar holly variety or another acceptable alternative should be used in place of the Leyland cypress, which when mature can exceed 15 feet in width. Additionally, the Aronia and Abelia shrubs proposed along the front of Buildings A and B along Bladensburg Road can mature to a height of six to eight feet which would block the transparency of the windows. An alternative plant selection, such as *Ilex glabra* (Inkberry), would be more appropriate for that location. A condition has been included in this resolution to require the applicant to make revisions to the landscape plan prior to certification.

11. **The Woodland and Wildlife Habitat Conservation Ordinance and the Tree Canopy Coverage Ordinance:** This property is not subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, which is Subtitle 25, Division 2, because it contains less than 10,000 square feet of woodland and does not have a previously approved tree conservation plan. On March 9, 2010, a standard letter of exemption was issued for the site. The site has a signed Natural Resources Inventory (NRI/040/08). The site contains no sensitive or regulated environmental features. The existing site is predominantly paved and is currently used as a storage yard. The DSP is in conformance with the existing features on the signed NRI.

The DSP is subject to the requirements of Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance. The requirement for the site is ten percent of the gross tract area or 0.11 acre (4,792 square feet) based on the site zoning designation as M-X-T. The existing trees on the site are proposed to be removed. The landscape plan shows the proposed planting of 20 shade trees, 4 evergreen trees, and 1 ornamental tree, which results in a total of 4,660 square feet of tree canopy coverage (TCC). The TCC worksheet mistakenly shows the required coverage as 4,660 square feet; therefore, the requirement is met. A condition has been included in this resolution to revise the TCC worksheet to reflect the correct TCC requirement and demonstrate compliance with the requirement.

12. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. **Community Planning**—The Planning Board found that the application is consistent with the 2002 *Prince George's County Approved General Plan Development Pattern* policies for the Developed Tier. The DSP does not conform to the long-range mixed-use recommendations, goals, and intent of the Bladensburg Road Gateway/Main Street Character Area of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*. However, a policy within the sector plan known as Policy 8 recognizes that small-scale transitional “workshop” or manufacturing/industrial related development in the Eastgate Industrial area during the pre-transit transition period is appropriate. The community planner also reviewed the DDOZ standards, including Urban Space Standards for street types, Architectural Standards for signage, Workshop Building Envelope Standards, and Parking and Loading Standards that are applicable to the review of this DSP.
 - b. **Subdivision Review**—The Planning Board concluded that there are no other subdivision issues at this time and requires the applicant to revise the plan to reflect “Proposed Parcel A” in accordance with the preliminary plan of subdivision resolution.
 - c. **Transportation Planning**—The access and circulation are acceptable and adequate right-of-way consistent with the master plan recommendation for an arterial is shown along Bladensburg Road. The Planning Board provided detailed discussion of the relationship of C Street previously approved with a 30-foot right-of-way to the NST-1 street type as envisioned in the 2009 *Approved Port Town Sector Plan and Sectional Map Amendment* as follows:

The *Approved Port Towns Sector Plan and Sectional Map Amendment* includes a recommendation for streetscapes within the area as a part of the Development District Overlay Zone (DDOZ) standards. There is a streetscape recommendation for C Street. The plan includes at least one concept that appears to minimize the impact of that streetscape on the subject property. However, the standards recommend the NST-1 standard

with a 93-foot build-to line, with some indication of placement of the center of that streetscape coincident with the center of C Street. This would have a major impact on this site if implemented. Therefore, further research was done concerning the build-to line recommendation, and the following was determined:

1. The wider streetscape was recommended as a means of providing a major gateway to a proposed commuter rail station near the end of C Street. The commuter rail station has been recommended, in part, as a means of utilizing an existing parking structure behind the subject property.
2. If we hold a built-to line of 46.5 feet (one-half of 93 feet) from the centerline of existing C Street, about 1/3 of the parking structure that was intended to be reused under the commuter rail station recommendation could have to be razed.
3. There is rightly a concern about shifting much of the burden for the rebuilt C Street streetscape onto the adjacent parcel north of C Street. But the boulevard-type street envisioned by the sector plan would not be warranted unless the commuter rail station is built. Given that the adjacent parcel on the north side of C Street is an irregular parcel that also contains the parking structure and most of the land needed for the commuter rail station, it would seem that the neighboring parcel will have to be condemned and/or redeveloped if a station happens. Given what needs to happen to make a commuter rail station a reality and the involvement of the neighboring parcel, there is a justifiable rationale for placing most of the boulevard-type streetscape on the neighboring parcel.
4. Although it is only a concept plan, Map 7A in the sector plan shows this new C Street to be opposite a monumental entrance to the cemetery on the east side of Bladensburg Road. In order to create this boulevard extension on the west side of Bladensburg Road, the widening would have to be offset to the north from the centerline of existing C Street.

Most of the industrial streets in this area are recommended to use the NST-2 streetscape standard, which is 66 feet total or 33 feet from centerline. It is recommended for this site on the south side of C Street that the 33-foot build-to line be imposed, with the additional 60 feet of streetscape (for a total of 93 feet, consistent with the NST-1 standard) being imposed on the north side of C Street. A review of the plan indicates that the 33-foot build-to line is met.

The Planning Board concluded that the plan meets applicable transportation standards in the approved Sector Plan and meets the criteria of site plan approval from the standpoint of transportation.

The Planning Board further concluded that adequate bicycle and pedestrian transportation facilities would exist to serve the proposed use as required under Sections 24-123 and 27-274 of the Zoning Ordinance from the standpoint of non-vehicular circulation and transportation.

- d. **Environmental Planning**—The Planning Board concluded that the property is not subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance, which is Subtitle 25, Division 2, because it contains less than 10,000 square feet of woodland and does not have a previously approved tree conservation plan. The subject site has a signed natural resources inventory that requires no additional action. However, the site is subject to the requirements of Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance. The landscape plan does not show the correct amount of required tree canopy coverage (TCC) area and does not demonstrate conformance with the requirements. A condition has been included in this resolution to remedy these deficiencies.
- e. **Permit Review**—No zoning issue is related to this DSP.
- f. **Washington Suburban Sanitary Commission (WSSC)**—WSSC required that information regarding existing water mains, hydraulic planning analysis, and sewers be provided. The information will be examined by WSSC at the time of its permit review.
- g. **Department of Public Works and Transportation (DPW&T)**— DPW&T indicated that Bladensburg Road is a state-maintained roadway, the property is located within the boundary of the Town of Brentwood, and coordination with SHA and the Town of Brentwood is necessary. DPW&T also stated that the plan is not consistent with the approved stormwater management concept plan dated December 12, 2007.

The referral requests have been sent to all agencies that have jurisdiction over the subject application, including SHA, and all municipalities within a one-mile radius of the subject site. Those municipalities include Cottage City, Mount Rainier, Colmar Manor, Brentwood, North Brentwood, and Bladensburg. The subject site is located within Cottage City. At the time this report was written, none of the municipalities had responded to the referral request.

A revised stormwater management concept plan was submitted by the applicant during the review process. The approval of Stormwater Management Concept Plan 29156-2007-00 was obtained on September 26, 2011 and will be valid through May 4, 2013.

- h. **The municipalities within a one mile radius of the subject site**—Those municipalities include Cottage City, Mount Rainier, Colmar Manor, Brentwood, North Brentwood, and Bladensburg. At the time this report was written, none of the municipalities had responded to the referral request.
 - i. **Health Department**—The Prince George’s County Health Department had not officially responded to the referral request at time the staff report was written. However, in an email dated March 6, 2012, the review staff indicated that the Health Department has no comments on this application.
13. Based upon the forgoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, the subject detailed site plan represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

Section 27-285(b)(4) requires that the regulated environmental features on the subject detailed site plan be preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5) of the Subdivision Regulations. There are no regulated environmental features of any kind located on the subject site.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-07071, subject to the following conditions:

- A. APPROVE the alternative development district standards for:
 - 1. **Street Type**—C Street: To not follow Neighborhood Street Type 1(NST-1) build-to line requirements to allow a 30-foot-wide right-of-way as approved in Preliminary Plan of Subdivision 4-07105.
 - 2. **Street Type**—Bladensburg Road: To allow the additional previously-approved ten-foot public utility easement (PUE) to be located between the proposed storage buildings and the build-to line.
 - 3. **Architectural Standards**—Signage: To allow the signs to be one-foot, five inches lower than the minimum height on elevations facing both C Street and Bladensburg Road, to allow the height of the letters to increase from 18 inches to 24 inches, and to allow each sign face area of the two logo signs to be 64 square feet.
 - 4. **Loading Spaces**—To allow three loading spaces to be located on the site.
 - 5. **Parking Spaces**—To allow three more parking spaces than the maximum allowed on the site.

6. **Width of vehicular entry gate**—To allow a 30-foot-wide vehicular entry from Bladensburg Road to the subject site.
 7. **Building Envelope Standards**
 - **Use on the ground floor:** To allow the ground floor of the facility to be used as storage spaces with storefront windows.
 - **Functioning pedestrian entry door:** To allow storefront windows on Building B's Bladensburg Road frontage and a faux entrance on the C Street frontage.
- B. APPROVE Detailed Site Plan DSP-07071 for Brentwood Annex Self Storage facility, subject to the following conditions:
1. Prior to signature approval of this detailed site plan (DSP), the applicant shall:
 - a. Revise the application form to identify the gross floor area proposed to be consistent with the total square footage shown on the DSP.
 - b. Revise the DSP and the landscape plan to provide a six-foot-wide landscaped strip between the parallel parking spaces and the standard sidewalk along C Street.
 - c. Revise the DSP and the landscape plan to provide a minimum six-foot-wide landscaped strip between the travel lanes and the eight-foot-wide sidewalk along Bladensburg Road.
 - d. Provide screening measures for the loading space behind Building B in accordance with Section 4.4 of the *Prince George's County Landscape Manual* to be reviewed and approved by the Urban Design Section as designee of the Planning Board. The screening details shall be provided on the detail sheet of the landscape plan.
 - e. Revise the tree canopy coverage (TCC) worksheet to provide the correct amount of the required TCC area and demonstrate conformance with the TCC requirement for the site.
 - f. Remove the Section 4.3(c), Parking lot interior, planting schedule from the landscape plan.
 - g. Revise the DSP to reflect "Proposed Parcel A" on the plan.
 - h. Provide sign details on the detail sheet.

- i. Revise the statement of justification to include an amendment to parking and loading standards, and to the width of the vehicular entry gate.
- j. Revise the landscape plan's planting schedule to replace Leyland cypress with a columnar holly variety or equivalent and to replace the Aronia and Abelia shrubs along the front of Buildings A and B along Bladensburg Road with Ilex glabra (Inkberry) or equivalent, to be reviewed by the Urban Design Section as the designee of the Planning Board.

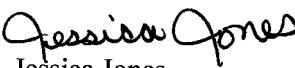
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

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 Bailey, seconded by Commissioner Washington, with Commissioners Bailey, Washington, Squire and Hewlett voting in favor of the motion, and with Commissioner Shoaff absent at its regular meeting held on Thursday, March 22, 2012, in Upper Marlboro, Maryland.


Adopted by the Prince George's County Planning Board this 12th day of April 2012.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:HZ:arj

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPFC Legal Department
Date 3/30/12