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## Preliminary Plan 4-06049

Application	General Data
<b>Project Name:</b> <b>OLD ALEXANDRIA FERRY SELF STORAGE</b>  <b>Location:</b> West side of Old Alexandria Ferry Road, 1,000 feet north of Woodyard Road.  <b>Applicant/Address:</b> Alexandria Ferry Self-Storage, LLC. 9001 Congressional Court Potomac, Maryland 20854	Date Accepted: 05/23/06
	Planning Board Action Limit: 09/01/06
	Plan Acreage: 10.31
	Zone: I-1
	Lot: 1
	Parcels: 0
	Planning Area: 81A
	Tier: Developing
	Council District: 09
	Municipality: N/A
200-Scale Base Map: 211SE07	

Purpose of Application	Notice Dates
INDUSTRIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: 04/10/06 (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 06/27/06

Staff Recommendation		Staff Reviewer: Ivy R. Thompson	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT Preliminary Plan of Subdivision 4-06049  
Old Alexandria Ferry Self Storage

OVERVIEW

The subject property is currently known as Parcel 155 and is located on Tax Map 117, Grid A-1. It consists of approximately 10.31 acres of land in the I-1 Zone. Access to the property is from Old Alexandria Ferry Road. The subject property is currently undeveloped. The applicant is proposing to subdivide the parcel into one lot for the development of a Consolidated Self-Storage with an on-site residential facility. A preliminary plan of subdivision is required pursuant to Section 24-107(c)(7)(B) of the Subdivision Regulations, as the applicant is proposing to construct more than 5,000 square feet of gross floor area. The subject site is located within the Andrews Air Force Base Air Installation Compatible Use Study area, which is discussed in greater detail in Finding 3 of this report. This is significant due to the siting of the on-site residential facility.

SETTING

The subject property is located on the west side of Old Alexandria Ferry Road approximately 1,000 feet north of Woodyard Road. Situated in the Developing Tier, the site abuts the Tanglewood Community Park, zoned R-O-S and owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC), and the Tanglewood Special Education Center, which is zoned R-80. North of the subject area are residential properties zoned R-R. There are a variety of zoning category uses along Old Alexandria Ferry Road that include C-M, I-1, I-4 and C-S-C. The subject property is zoned I-1.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	I-1	I-1
Use(s)	Vacant	Commercial 99,572
Acreage	10.31	10.31
Lots	0	1
Parcels	1	0
Structures	0	7
Mitigation		No

2. **Subdivision**—The subject property is zoned I-1. While the subject application is not proposing any residential development, it is adjacent to property that is zoned for residential use. Because there exist different adequate public facility tests, and there are considerations for recreational components for residential subdivision, any future consideration for residential development

beyond one single-family dwelling should require the approval of a new preliminary plan of subdivision.

3. **Environmental**—The Environmental Planning Section has reviewed the above-referenced Preliminary Plan of Subdivision and Type I Tree Conservation Plan, TCPI/27/06, received on June 28, 2006. The Environmental Planning Section recommends the approval of Preliminary Plan 4-06049 and Type I Tree Conservation Plan, TCPI/27/06, subject to the environmental conditions at the end of this memorandum.

### **Background**

The Environmental Planning Section has no records of any previous application for this property. The current application is required because the construction of a self-storage facility in the I-1 Zone on an existing parcel is proposed.

### **Site Description**

This 10.2-acre site in the I-1 Zone is located on the southwest side of Old Alexandria Ferry Road, at the intersection of Bellefonte Lane. A review of available information indicates there are no regulated environmental features associated with the site such as a stream, 100-year floodplain, wetlands and steep slopes. Based on Year 2000 aerial photos, the site is fully wooded. The soil types found to occur on the subject property according to the Prince George's County Soil Survey are Beltsville, Leonardtown, Matawan, and Mattapex. Based on GIS information obtained from the Maryland Department of Natural Resources Natural Heritage Program staff, rare, threatened and endangered species do not occur in vicinity of the site; however tall nutrush may be in the vicinity of the site. There are no designated scenic or historic roads adjacent to the site. The site is located in close proximity to major noise generators including Andrews Air Force Base. The site is in the Tinkers Creek watershed of the Potomac River basin, and the Developing Tier of the 2002 General Plan. The site is located outside the network of the Countywide Green Infrastructure Plan.

A signed natural resources inventory, NRI/030/06, was submitted with the subject application. The site does not contain any regulated features or any areas within the Countywide Green Infrastructure Plan. The entire site is wooded. The site contains one forest stand totaling 10.14 acres, with a canopy dominated by mixed oak and Virginia Pine. The understory is dominated by sweetgum. Four specimen trees were identified. The woodland has a moderate priority rating with regard to preservation. No further action is required with regard to the natural features of the site.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area of the property is greater than 40,000 square feet and there are more than 10,000 square feet of existing woodland. A Type I Tree Conservation Plan was submitted with this application and was found to require revisions. The TCPI shows off-site clearing for the installation of a stormwater outfall and the proposed entrance. The TCPI needs to be revised to add the acreage of off-site clearing to the worksheet.

Reforestation is proposed along the edge of the proposed stormwater management pond. The Department of Parks and Recreation has not stated that the proposed clearing and grading has been approved. The applicant must provide written approval from the Department of Parks and Recreation that the associated clearing for the stormwater outfall on the park property is acceptable. Confirmation from the Department of Environmental Resources that the proposed tree planting around the proposed stormwater facility is acceptable is required. The plan should show

the limit of disturbance (LOD) with respect to the TCPI. Prior to signature approval of the preliminary plan, the TCPI shall be revised.

Based on the most recent Air Installation Compatible Use Zone Study (AICUZ) released to the public in August 1998 by the Andrews Air Force Base, aircraft-generated noise is significant in the area. The study indicates that the noise threshold is between 65 dBA (Ldn) and 75 dBA (Ldn) for most of the property. Although the property will be used for commercial self-storage, it is common for this type of facility to have an on-site residential manager. The location of this on-site residence and the AICUZ noise contours are correctly shown on the plan. It is not necessary to mitigate noise for the storage buildings; however, the use of appropriate materials must be used to ensure that the noise inside of the residential structure does not exceed 45 dBA (Ldn). Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis should be placed on the building permit containing the residential unit stating that the building shell of the subject structure has been designed to reduce interior noise levels to 45 dBA (Ldn) or less.

A copy of the approved stormwater management concept letter and associated plan was included in the package. The TCPI is consistent with that plan. No further information is required with regard to stormwater management.

#### **Water and Sewer**

The Department of Environmental Resources (DER), Development Services Division, has determined that the 2001 Water and Sewer Plan designated this property in Water and Sewer Category 3. Water and sewer mainlines are available in Old Alexandria Ferry Road. Extensions are required to service the proposed development and must be approved by the Washington Suburban Sanitary Commission before approval of a final plat.

4. **Community Planning**—This application is located in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low-to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The proposal for a consolidated self-storage facility, located in Employment Area B, is not consistent with the recommendations for commercial uses for the site as stated in the 1993 *Approved Master Plan and Sectional Map Amendment for Subregion V, Planning Areas 81A, 81B, 83, 84, 85A and 85B*.
5. **Parks and Recreation**—In accordance with Section 24-134 (a) of the Prince George’s County Subdivision Regulations, the subject subdivision is exempt from Mandatory Dedication of Parkland requirements because it consists of nonresidential development.

The subject subdivision is adjacent to Tanglewood Park, existing developed parkland. The applicant proposes stormdrain outfall on park property. Staff is concerned about potential adverse impacts on parkland. Submitted information is insufficient to determine the effect of runoff on the park property and to determine if the outfall must be located on parkland.

The Park Planning and Development Division recommends that the Prince George’s County Planning Board require that stormdrain outfalls are designed to avoid adverse impacts on adjacent parkland. If the outfalls require drainage improvements on adjacent parkland owned by the M-NCPPC, DPR should review and approve the location and design of these facilities prior to signature approval of the preliminary plan. The DPR may require a performance bond and easement agreement prior to issuance of grading permits.

6. **Trails**—Preliminary Plan 4-06049, Old Alexandria Ferry Self Storage, was reviewed for conformance with the countywide trails plan and the appropriate area master plan in order to provide the master plan trails. There are no master plan trails recommendations that affect the subject property. The subject site’s road frontage on Old Alexandria Ferry Road is an open section with no sidewalks, as are adjacent properties.
7. **Transportation**—The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 10.31 acres of land in the I-1 zone. The property is located adjacent on the west side of Old Alexandria Ferry Road at Bellefonte Lane. The applicant proposes an industrial subdivision consisting of a single lot proposed for development with 99,572 square feet of consolidated storage.

Due to the limited trip generation of the site, the transportation staff determined that a traffic study detailing weekday analyses was not needed; however, traffic counts were requested and provided by the applicant. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the “Guidelines for the Analysis of the Traffic Impact of Development Proposals.”

#### **Growth Policy - Service Level Standards**

The subject property is located within the developing tier, as defined in the General Plan for Prince George’s County. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

**Unsignalized intersections:** The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

#### **Analysis of Traffic Impacts**

Due to the limited trip generation of the site, the staff’s analysis for this site examines the site impact at the intersection of Old Alexandria Ferry Road and Bellefonte Lane. This intersection is the nearest major intersection to the site, and would serve a significant portion of the site-generated traffic. It is currently unsignalized. The submitted turning movement counts indicate that the following conditions exist at the critical intersection: AM peak hour, maximum average delay of 32.8 seconds; PM peak hour, maximum average delay of 38.4 seconds. The Prince George’s County Planning Board has defined an upper limit of 50.0 seconds of delay in any movement as the lowest acceptable operating condition on the transportation system.

There are no funded capital projects at this intersection in either the County Capital Improvement Program or the State Consolidated Transportation Program that would affect the critical intersection. An annual growth rate of 1.0 percent was assumed for through and background traffic along Old Alexandria Ferry Road. Staff identified two approved developments in the area of the subject property encompassing 280,000 square feet of industrial space. The following background traffic conditions were determined: AM peak hour, maximum average delay of 44.1 seconds; and PM peak hour, maximum average delay of 48.2 seconds.

The application is a plan for an industrial development of one lot. The lot is proposed for development of approximately 100,000 square feet of consolidated storage space. The proposed development would generate 15 AM (9 in, 6 out) and 26 PM (13 in, 13 out) peak-hour vehicle trips as determined using the “Guidelines for the Analysis of the Traffic Impact of Development Proposals.” The site was analyzed using the following trip distribution:

60 percent—North along Old Alexandria Ferry Road

40 percent—South along Old Alexandria Ferry Road

With site traffic, the following operating conditions were determined: AM peak hour, maximum average delay of 45.2 seconds; and the PM peak hour, a maximum average delay of 49.7 seconds.

It is noted that vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections, and the above analysis indicated that the intersection operates acceptably as an unsignalized intersection under existing, background, and total traffic.

It is noted that this analysis has been limited to a self-storage or consolidated storage facility. Other types of uses can be constructed in the I-1 zone that may be more trip-intensive. Although adequacy has been determined for the consolidated storage facility, the plan should be approved with a trip cap consistent with the development quantity and type that has been assumed in the adequacy finding.

Old Alexandria Ferry Road is a master plan major collector facility within a 100-foot right-of-way. The dedication of 50 feet from centerline, as shown on the current plan, is adequate.

### **Transportation Staff Conclusions**

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code.

8. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this preliminary plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations, CB-30-2003, and CR-23-2003 and concluded that the above subdivision is exempt from a public facilities review for schools because it is a commercial use.
9. **Police Facilities**—The proposed development is within the service area for Police District V-Clinton. Therefore, in accordance with Section 24-122.01 (c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed development.
10. **Fire and Rescue**—The Historic Preservation & Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

The existing fire engine service at Clinton Fire Station, Company 25 located at 9025 Woodyard Road has a service travel time of 3.84 minutes, which is beyond the 3.25 minutes travel time guideline.

The existing paramedic service at Clinton Fire Station, Company 25 located at 9025 Woodyard Road has a service travel time of 3.84 minutes, which is within the 7.25 minutes travel time guideline.

The existing ladder truck service at Allentown Road Fire Station, Company 32 located at 8709 Allentown Road has a service travel time of 12.74 minutes, which is beyond the 4.25 minutes travel time guideline.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/ EMS Department determines that an alternative method of fire suppression is appropriate.

The above findings are in conformance with the Adopted And Approved Public Safety Master Plan 1990 and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined a technical review is required for public/private stormdrain/stormwater management construction. Stormwater Management Concept Plan 13303-2006-00 has been approved with the conditions that an off-site stormdrain easement is required and a landscape plan is required at technical review. Development must be in accordance with this approved plan.
12. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan of subdivision for Old Alexandria Ferry Self Storage and has no comments to offer.
13. **Archeology**—The subject application includes approximately 10.31 acres on the west side of Old Alexandria Ferry Road, approximately 1,000 feet north of Woodyard Road, located on Tax Map 117-A1.

#### Findings

The property was once part of His Lordship's Kindness, an 18<sup>th</sup>–19<sup>th</sup> century plantation that included some 7,000 acres. The owners were known to have slaves.

A structure identified as "H. Dangerfield" is located northeast of the subject property on the 1861 Martenet map. The Dangerfields were also known to own slaves.

A Phase I (Identification) archeological survey should be conducted to determine whether archeological sites are located within the subject property.

In accordance with Subtitle 24-104, 121(a)(18), and 24-135.01, the subject property shall be the subject of a limited Phase I archeological investigation to identify any archeological sites that may be significant to the understanding of the history of human settlement in Prince George's County, including the possible existence of slave quarters and slave graves, as well as archeological evidence of the presence of Native American people.

## Recommendations

Prior to signature approval of this preliminary plan of subdivision, Phase I (Identification) archeological investigations are recommended on the above-referenced property because 12 archeological sites are located within a one-mile radius of the subject property, and a feeder to the Southwest Branch runs through the center of the property.

Phase I archeological investigations should be conducted according to Maryland Historical Trust (MHT) guidelines, *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994), and the Prince George's County Planning Board *Guidelines for Archeological Review* (May 2005), and report preparation should follow MHT guidelines and the *American Antiquity* or *Society of Historical Archeology* style guide. Archeological excavations shall be spaced along a regular 15-meter or 50-foot grid and excavations should be clearly identified on a map to be submitted as part of the report.

In accordance with the approved Planning Board *Guidelines for Archeological Review* (May 2005), a qualified archaeologist must conduct all investigations and follow *The Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole, 1994) and the Prince George's County Planning Board *Guidelines for Archeological Review* (May 2005). These investigations must be presented in a draft report following the same guidelines. Following approval of the draft report, four copies of the final report must be submitted to M-NCPPC Historic Preservation staff. Evidence of M-NCPPC concurrence with the final Phase I report and recommendations is required prior to signature approval of the preliminary plan.

The design of a Phase I archaeological methodology should be appropriate to identify slave dwellings and burials. Documentary research should include an examination of known slave burials and dwellings in the surrounding area, their physical locations as related to known structures, as well as their cultural interrelationships. The field investigations should include a pedestrian survey to locate attributes such as surface depressions, fieldstones, and vegetation common in burial/cemetery environs.

Upon receipt of the report by the Planning Department, if it is determined that potentially significant archeological resources exist in the project area, prior to Planning Board approval of any detailed site plan or final plat, the applicant shall provide a plan for either:

- a. Evaluating the resource at the Phase II level, and if necessary, a Phase III level, or
- b. Avoiding and preserving the resource in place.

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

14. **Historic Preservation**—The Historic Preservation and Public Facilities Section has reviewed the subject area and has found that there are no effects on historic resources.



## RECOMMENDATION

Staff recommends APPROVAL of TCPI/27/006 and Preliminary Plan 4-06049, subject to the following conditions:

1. Any residential development of the subject property, other than one single-family dwelling, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
2. Prior to signature approval of the preliminary plan, the TCPI as shall be revised as follows:
  - a. Add the acreage of off-site clearing to the worksheet.
  - b. Provide written approval from the Department of Parks and Recreation that the associated clearing for the stormwater outfall on the park property is acceptable.
  - c. Provide written approval from the Department of Environmental Resources that the proposed tree planting around the proposed stormwater management facility is acceptable.
  - d. Revise the worksheet as necessary.
  - e. Have the plans signed and dated by the qualified professional who prepared it.
3. Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit containing the residential unit stating that the building shell of the subject structure has been designed to reduce interior noise levels to 45 dBA (Ldn) or less.
4. The applicant, his successors and or assignees shall be required to design stormdrain to avoid adverse impacts on adjacent parkland. If the outfalls require drainage improvements on adjacent parkland owned by M-NCPPC, the Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities prior to signature approval of the preliminary plan. The DPR may require a performance bond and easement agreement prior to issuance of grading permits.
5. Total development of the subject property shall be limited to uses which would generate no more than 15 AM and 26 PM peak hour vehicle trips. Any development generating an impact greater than that identified herein above shall require an additional preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
6. At the time of final plat approval, the applicant shall dedicate right-of-way along Old Alexandria Ferry Road of 50 feet from centerline as shown on the submitted plan.
7. In order to alleviate the negative impact on fire and rescue, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/ EMS Department determines that an alternative method of fire suppression is appropriate.

8. Development must be in accordance with approved Stormwater Management Concept Plan 13303-2006-00.
9. Prior to signature approval of this preliminary plan of subdivision, Phase I (Identification) archeological investigations are recommended on the above-referenced property because 12 archeological sites are located within a one-mile radius of the subject property, and a feeder to the Southwest Branch runs through the center of the property.