

R E S O L U T I O N

WHEREAS, a 1.06-acre parcel of land known as part of Parcel B, said property being in the 2<sup>nd</sup> Election District of Prince George's County, Maryland, and being zoned I-1; and

WHEREAS, on June 19, 2008, Brentwood Development Group filed an application for approval of a Preliminary Plan of Subdivision (Staff Exhibit #1) for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-07105 for Brentwood Annex Self Storage was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on December 4, 2008, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on December 4, 2008, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Preliminary Plan of Subdivision 4-07105, Brentwood Annex Self Storage, including the APPROVAL of Variation from Section 24-121(a)(3) for Parcel A with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:
  - a. Demonstrate right-of-way dedication of 60 feet from the existing centerline of Bladensburg Road. The required right-of-way for Bladensburg Road shall be dedicated at the time of the final plat.
  - b. Redesignate the property as "Proposed Parcel "A.""
  - c. Provide a ten-foot-wide Public Utility Easement (PUE) continuous and adjacent to Bladensburg Road.
  - d. Revise Note 5 to provide a gross tract area for the site, and revise the area of right-of-way dedication in accordance with the requirements of Condition 1(a).

- e. Remove the word “approximate” from the centerline of Bladensburg Road, and relabel this as an “existing centerline.”
2. In conjunction with the detailed site plan, if one is required, or prior to the issuance of permits, a Type II tree conservation plan shall be approved.
3. Development of this site shall be in conformance with the Stormwater Management Concept Plan 29156-2007-00 and any subsequent revisions.
4. Should frontage improvements along Bladensburg Road be required by the SHA, the applicant and the applicant’s heirs, successors and or assignees shall provide an eight-foot-wide sidewalk along the property’s entire street frontage of Bladensburg Road (Alternate US 1) unless modified by the State Highway Administration (SHA) at the time of issuance of street construction permits.
5. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
6. 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
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.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located along the northwest side of Bladensburg Road at its intersection with Street C. All surrounding property consists of industrial uses in the I-1 Zone.

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

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

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

**Site Description**

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

**Conformance with the Planning Area 68 Approved Master Plan**

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

**Environmental Review**

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

This site is not subject to the provisions of the Woodland Conservation Ordinance because it contains less than 10,000 square feet of woodland and has no previously approved tree

conservation plan. On September 10, 2007, a Standard Letter of Exemption was issued for the subject property. No further action regarding woodland conservation is required.

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

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

#### **Water and Sewer Categories**

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

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

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

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

#### **Planning Comments**

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

Currently, the ongoing Port Towns sector plan initiative has identified this area as

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

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

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

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

The subject property is located within the Developed Tier as defined in the *Prince George's County Approved General Plan*. As such, the subject property is evaluated according to the following standards:

**Links and signalized intersections:** Level-of-service (LOS) [E], with signalized intersections operating at a critical lane volume (CLV) of [1,600] or better;

**Unsignalized intersections:** The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the

Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

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

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

As part of the proposed application, the applicant is requesting to maintain the existing access to Bladensburg Road, an arterial facility with a 120-foot-wide total right-of-way width. Section 24-121(a)(3) of the Subdivision Regulations establishes design guidelines for lots that front on arterial roadways. This section requires that lots be developed to provide direct vehicular access to either a service road or an interior driveway when feasible.

The applicant has submitted a variation request from Section 24-121(a)(3) of the Subdivision Regulations to request that their existing direct access to the Bladensburg Road (A-17) be continued. The Planning Board approval of such a variation requires that four separate findings be made (the fifth finding which is for high intensity residential zones, does not apply to the subject site, which is located in the I-1 Zone). The following comments are provided in support of the submitted variation request:

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

- a. **The granting of the variation will not be detrimental to the public safety,**

**health, or injurious to other property;**

A review of aerial photos demonstrates that the property's current access point onto Bladensburg Road has existed for many years, and the property has never had an access point onto abutting Street C. The current use of the property is a vehicle storage yard, which would most likely generate more vehicle trips than the consolidated storage use currently proposed. The applicant intends to utilize the existing 30-foot wide access point onto Bladensburg Road to serve the proposed consolidated storage use. Because the new development will not generate any additional trips on the transportation network than what currently exists, the granting of the variation will not be detrimental to the public safety, health, or injurious to other property.

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

Although the property is considered a corner lot that has street frontage along both Street C and Bladensburg Road, Street C is a private roadway having only a 30-foot wide right-of-way width where it abuts the subject property. The existing paving section within the 30-foot wide right-of-way varies between 15 and 20 feet. Although an alternative access point does exist at this location, the existing paving width of Street C does not meet the minimum Zoning Ordinance requirements for two-way traffic (22-feet). Because each property owner along Street C owns and maintains their own portion of the road and due to the limited right-of-way width available for future upgrades, the applicant's ability to widen the roadway would be limited to the southwest side of the street only, and to the portion of the right-of-way that currently exists within the applicant's own property limits. This is a unique situation that is not generally applicable to other properties.

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

The approval of the variation request does not constitute a violation of any applicable law, ordinance, or regulation.

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

The particular physical surroundings of the subject property would not allow private Street C to be upgraded to current county standards. Section 24-121(a)(3) of the Subdivision Regulations is intended to limit the right of access to a property. The context of this ordinance requirement can only be viewed as a regulation intended to improve

public safety and health. The applicant's existing access point along Bladensburg Road has been used for many years and is currently the property's only direct access to a public street. The proposed new development will not result in any additional transportation trips along Bladensburg Road. Restricting the applicant to one access point along a substandard private street that can not be upgraded to current county standards, can not be considered a safer situation than what currently exists on the property, and could result in a particular hardship to the applicant rather than a mere inconvenience.

In summary, the variation from Section 24-121(a)(3) of the Subdivision Regulations, to allow the continued use of an access driveway along Bladensburg Road, is supported by the Planning Board for the reasons stated above.

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

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

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

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

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

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

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



**Capital Improvement Program (CIP)**

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

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

**Conformance with the *Prince George's County Landscape Manual***

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

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

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

**Other Design Issues**

A detailed site plan will be required to demonstrate conformance with Section 27-475.04 of the Zoning Ordinance, which outlines additional requirements for consolidated storage.

15. **Historic**—A Phase I archeological survey is not recommended on the 1.06-acre property located at 3380 Bladensburg Road in Cottage City, Maryland. An examination of aerial photographs indicates that the entire property has been graded and covered with asphalt. The probability of identifying intact archeological resources on the subject property is low.
16. The subject property is zoned I-1. While the subject application is not proposing any residential

development, if legislation would permit such a land use, a new preliminary plan should be approved. Because there exist different adequate public facility tests, and there are considerations for recreational components for residential subdivision, a new preliminary plan should be required if residential development is to be considered.

17. **At the Public Hearing**—During the public hearing for this application on December 4, 2008, the applicant had submitted photographs of abutting “C” Street (Exhibit 2). Upon reviewing the photos of “C” Street, the Planning Board had voiced concerns with the overall appearance and condition of the private roadway. The Planning Board’s concerns included the narrow width of existing pavement along “C” Street, the additional congestion caused by parked vehicles along both sides of the roadway, and the lack of existing landscaping along the private street. In response to those concerns, the Planning Board requested that a new condition be established which requires specific improvements to be proposed along “C” Street at the time of detailed site plan.

The new condition (designated as Condition 6) that was requested by the Planning Board at the time of public hearing for the improvements along “C” Street has been added accordingly.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

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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 Squire, seconded by Commissioner Vaughns, with Commissioners Squire, Vaughns and Parker voting in favor of the motion, and with Commissioners Cavitt and Clark absent at its regular meeting held on Thursday, December 4, 2008, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 22<sup>nd</sup> day of January 2009.

Oscar S. Rodriguez  
Executive Director

By Frances J. Guertin  
Planning Board Administrator