

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 January 21, 2010, regarding Detailed Site Plan DSP-08072 for Eastern Avenue Extra Space, the Planning Board finds:

1. **Request:** The subject application requests the approval of a detailed site plan (DSP) for a three-story, 103,176-square-foot consolidated storage facility in the Light Industrial I (I-1) zone.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	I-1	I-1
Use(s)	Warehouse and Distribution Center	Consolidated Storage
Total Acreage	2.6021	2.6021
Parcels	1	1
Square Footage/GFA	N/A	103,176
 Parking and Loading		
	Number of Spaces Required	Number of Spaces Provided
Use		
Resident Manager	2	2
Rental Office	1 per 250 GFA or 5 spaces	5
50 Units	1 per 50 units or 18 spaces	18
Total Required	25	25
	3	3
Including handicapped	(1 space per code is handicap accessible and 2 are handicap van accessible)	

3. **Location:** The site is in Planning Area 72, Council District 5. More specifically, it is located in the triangle of land formed by Addison Road to the north, Antelope Lane to the East and Eastern Avenue to the southwest. The subject project shares this triangle of land with limited residential

use (three houses) on its southwestern tip and a vacant warehouse building in the central portion of the Addison Road frontage.

4. **Surrounding Uses:** The site is bounded to the east by Antelope Lane, with industrial use beyond, and a church located in the southeastern quadrant of the intersection of Antelope Lane and Eastern Avenue; to the north/northwest by Addison Road with Metro tracks beyond; to the southwest by a single-family detached dwellings.
5. **Previous Approvals:** The site is subject to the requirements of final plat PM 229 @ 21, recorded in Prince George's County Land Records on December 10, 2008. The site is also the subject of approved Stormwater Management Concept Approval 1930-2009-00, dated March 18, 2009.
6. **Design Features:** The site is accessed at a single point on Eastern Avenue and at two points along its Addison Road frontage. The access from Eastern Avenue and the southern access to Addison Road both lead into an L-shaped paved area servicing the proposed three-story 103,176-square-foot proposed consolidated storage facility and five loading spaces are provided in the center of the building. The northern access from Addison Road leads into a storage area for recreational vehicles, boats and vehicles, surrounded by a proposed six-foot-high, sight-tight fence, which will in fact only screen the street level from view. Taller boats and recreational vehicles and the upper stories of the building will be clearly visible from the Addison Road and Antelope Lane Road frontages. Due to the site's location and proximity to three roadways, site design and the proposed architecture will be highly visible from a number of vantage points in the surrounding area.

The Eastern Avenue (southwestern) façade design is bifurcated. The left side includes a mix of evergreen metal siding and glazing, an evergreen prefinished metal canopy with suspension cables on the first level and a metal cornice on a flat roofline. Variation in the glazing pattern and use of metal evergreen mullions give design balance to this portion of the façade. The right side of the façade incorporates some variety in that it utilizes split-face chocolate and beige concrete masonry units (CMU) with a white flashing on the roofline. The design on the right side relates back to the architecture of the left side by utilizing similar glazing, with hunter green metal mullions. The color is again echoed in a series of 24-inch painted accent evergreen on a tower-like element on the far right side of the façade. Two chocolate-colored light fixtures are included on the left side of the façade on the second story.

The Antelope Lane (southwestern/front) façade design is likewise balanced by having both a central and end tower elements and by utilizing the chocolate-colored CMU on the first story. The window design is similar to the other two façades as is the white cap flashing along the elevated portions of roof. Evergreen squares, first floor access doors, as well as the frames and mullions of the windows pick up the color introduced in the other façades.

The Addison Road (northeastern façade) includes two corner elements composed of beige CMU with a white exterior insulation finishing system (EIFS) corner with prefinished metal cap flashing. Each tower has a double window echoing the evergreen color utilized on the Eastern Avenue façade. Here it is used for the mullion and trim for the double window element in each tower,

which is complemented by sill and lintel elements. The central element, between the two towers, is clad in horizontal beige hardi-plank siding, treated with prefinished metal cap flashing at its roofline and provides a background for one of the two-wall mounted signs for the project.

The parking lot elevation utilizes the same materials and general design motifs as the other elevations and is organized by three articulated features, one on each end and one in the middle, with horizontal hardi-plank forming the main construction material for the stretches between these elements. Chocolate-colored CMU is utilized on the first story of the majority of the façade, extending up half a story on the left end element. Beige-colored CMU is utilized above the chocolate-colored CMU on the left end tower and on the central element. Evergreen-colored exterior insulation finishing system (EIFS) is utilized on the right end feature, which is taller than both the left side and central feature of this façade and has more extensive fenestration including extensive glazed areas. The evergreen color is picked up on the full extent of the façade in the window framing and mullions, the two roll up doors of the central element and the 24-inch painted accent squares which provides a location for the light fixtures which are placed periodically along the façade. The evergreen color is also occurs in the accent pin striping at the upper limit of the chocolate-colored CMU and on the prefinished metal cap flashing utilized at the upper limit of the hardi-plank siding.

Freestanding signage for the project is limited to a single 57-square-foot pylon sign on a 19-foot 7-inch tall pole. The sign is green with the word “Storage” in large white letters and the words “Extra Space” and “Est. 1977” in smaller yellow letters respectively above and below the word “Storage”. Wall signage is proposed on the Eastern Avenue, parking lot frontage, and the Addison Road frontage. Each white and green 120-square-foot wall sign includes the words “Extra Space Storage” and has the telephone number for the project included in yellow.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The application has been reviewed for compliance with the requirements of the Zoning Ordinance in the Light Industrial (I-1) Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-473 which governs permitted uses in industrial zones. The proposed consolidated storage facility is a permitted use in the I-1 Zone.
 - b. The proposal is also in conformance with the requirements of Section 27-474 regarding additional regulations for development in industrial zones.
 - c. The proposal is also in conformance with Sections 230 and 239.03 regarding the requested variance. See Finding 11 for a more detailed discussion of the requested variance.
8. **Final Plat PM 229 @ 21:** The subject site plan does not reflect the same right of way width for Addison Road as the underlying record plat. The record plat demonstrated 60-foot right-of-way for

Addison Road but the subject application shows an 80-foot right-of-way. Additional right of way will be conveyed to DPW&T to increase the width of Addison Road. The conveyance of this right-of-way to a governmental agency for public use is permitted per Section 24-107(c)(5). A condition of this approval requires the applicant to provide a deed evidencing this conveyance prior to the issuance of any building permit.

9. ***Prince George's County Landscape Manual:*** The application is subject to the requirements of Section 4.2, 4.3, 4.4, and 4.7 of the *Prince George's County Landscape Manual*. The applicant has demonstrated conformance with all requirements in this regard except along the western property line which formed a common boundary adjacent to Lots 20 and 2, currently developed with single-family detached units. AC-09009 is being processed with the subject approval to allow for this deficit.

REQUIRED: 4.7 Buffering Incompatible Uses, along the western property line adjacent to Lots 20 and 21.

Length of bufferyard	73 feet
Building setback	50 feet
Landscape yard	40 feet
Fence or wall	Yes (6-foot-high fence)
Plant units (80 per 100') feetlinear	59 plant units

An alternative compliance application, AC-09009, is hereby approved together with the subject detailed site plan in accordance with Section 1.3, alternative Compliance, of the *Prince George's County Landscape Manual*. The details of this approval follow:

PROVIDED: 4.7 Buffering Incompatible Uses

Length of bufferyard	73 feet
Building setback	N/A
Landscape yard	10–20 foot variable
Fence or wall	Yes (6-foot-high vinyl privacy fence)
Plant units	100 plant units

REQUIRED: 4.7 Buffering Incompatible Uses, along the western property line adjacent to Lot 21.

Length of bufferyard	142 feet
Building setback	50 feet
Landscape yard	40 feet
Fence or wall	Yes (6-foot-high fence)
Plant units (80 per 100 linear feet)	114 plant units

PROVIDED: 4.7 Buffering Incompatible Uses

Length of bufferyard	142 feet
Building setback	70 feet
Landscape yard	10–20 foot variable
Fence or wall	Yes (6-foot-high vinyl privacy fence)
Plant units	145 plant units

Justification of Recommendation:

The applicant is requesting relief from Section 4.7, Buffering Incompatible Uses, for the property boundary adjacent to Lots 20 and 21, in accordance with Section 1.3, Alternative Compliance, of the *Prince George's County Landscape Manual*.

The project is located within the Developed Tier and is considered redevelopment of an in-fill site. The property itself is an irregular shape. The entire block is zoned I-1. However, Lots 18 through 21 are currently residential uses. Lot 19 is considered compatible, as it is presently vacant land that is zoned I-1. Lot 18 has a single-family home in residential use and the applicant has complied with the required bufferyard for Lot 18.

Lots 20 and 21 are improved with single-family detached units. The first approval for alternative compliance is along the western property line adjacent to Lots 20 and 21. The second is along the western property line along the east side of Lot 21. The alternative compliance is granted for the width of the landscaped yard for Lots 20 and 21. A six-foot-high, sight-tight, vinyl fence and a greater number of plant materials than required have been provided in both locations. This proposal meets criteria requiring the proposed alternative to be equal to or better than conformance.

10. **The requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance:** The site is exempt from the requirements of the Woodland Conservation and Tree Preservation Ordinance.

11. **Variance VD-08072:** A variance from the Zoning Ordinance requirement contained in Section 27-474(a)(1) of the regulation tables for development in the Industrial Zones which state that a 25-foot setback shall be required from a street is hereby granted. Note that Footnote 4 of Section 27-474 states “For this regulation, a street shall mean a right-of-way line, as shown on the current approved Master Plan, Functional Master Plan of Transportation, or General Plan, Prince George’s County Capital Improvement Program, or Maryland State Five (5) Year Highway Construction Program, whichever indicates the greatest right-of-way width. Any other street shall be deemed to have a right-of-way of at least seventy (70) feet.”

The findings required by Section 27-230(a) of the Zoning Ordinance, may be made as follows:

(a) **A Variance may only be granted when the Board of Appeals finds that:**

- (1) **A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;**

This finding may be made because the property exhibits exceptional shape which influences the location of the building. In addition, the property is unique in that it is a through lot, fronting on three streets, and the road for which the variance is requested is only 700 feet long. This finding can be made because of the property’s unusual triangular shape and it being bounded at least in part on all three sides by a right-of-way (ROW).

- (2) **The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and**

Strict application of the Zoning Ordinance in this case would result in peculiar and unusual practical difficulties to or exceptional or undue hardship upon the owner of the project because the land cannot yield a reasonable return if used only in accordance with the requirements of the Zoning Ordinance. The requested reduced setback is compensated for by closer attention to issues of architectural design and landscaping.

- (3) **The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.**

The development is consistent with goals expressed in the General Plan and master plans for the Developed Tier in which it is located. These goals include encouraging redevelopment and infill development, which the proposed development would support. Granting the requested variance would not substantially impair the intent, purpose, or integrity of the General Plan or master plan.

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

- a. **Historic Preservation**—The proposed detailed site plan and variance would have no effect on identified Historic Sites, Resources or Districts.
- b. **Archeology**—A Phase I archeological survey is not be recommended on the subject site. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicate that the probability of archeological sites within the subject property is low. The subject property has already been developed. However, the applicant should be aware that there is one previously identified archeological site, an Archaic period base camp, within a one-mile radius of the subject property. In addition, there are three County Historic Sites, Magruder Spring (69-024-13), Van Horn/Mitchell House (72-010) and James T. Armstrong House (72-009-24) and two Historic Resources, Samuel Hargrove House (72-009-17) and Mallery House (72-0011) located within a one-mile radius of the subject property.

Section 106 review may require archeological survey for state or federal agencies; it requires taking into account the effects of the undertakings on historic properties, including archeological sites, whenever state or federal monies, or federal permits are required for a project.

- c. **Community Planning**—The application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developed Tier and that it conforms to the land use recommendations of the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity*, (Planning Areas 72) for general industrial use.
- d. **Transportation Planning Section**—The site plan as designed is acceptable. Addison Road is a master plan collector facility, and its right-of-way (ROW) is adequately reflected on the plan. Eastern Avenue is undesignated as it is a District of Columbia road. There are no prior plans which appear to restrict the development of the site.
- e. **Subdivision Section**—The subject property is located on Tax Map 54 in Grid D-4 and is known as Parcel A, recorded in Prince George's County Land Records in plat book PM 229 @ 21 on December 10, 2008, and that plat indicated that the property measures 113,348 square feet and is zoned I-1. It appeared that there has been additional dedication to the Maryland State Highway Administration (SHA) for the right-of-way along Addison Road, and if in fact, there has been no additional dedication the size of the parcel is not 113,348 square feet and the site plan should be revised to reflect the correct square footage of Parcel A.

The property was previously known as Lots 1–16 of Block E recorded in the Prince George's County Land Records as SDH 3 @ 55 on February 19, 1927. The applicant filed a plat of consolidation per Section 24-108(a)(3) of the Subdivision Regulations and that request was approved on November 20, 2008, and recorded as PM 229 @ 21 with no conditions. It was determined that the property was exempt from the requirement of filing

a new preliminary plan of subdivision for the development as proposed, as the development involves not more than 5,000 feet of gross floor area or ten percent of the total site area which was constructed pursuant to a building permit issued on or before December 31, 2001.

The applicant should appropriately reflect WSSC easements on the plan. A condition below requires the addition of that information.

f. **Trails**

- The 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity (Planning Area 72)* contains a recommendation for a bikeway on Addison Road adjacent to the subject property (page 84); and that
- The 2009 Approved Prince George's County Master Plan of Transportation contains a recommendation for continuous sidewalks and bike lanes on Addison Road C-408 between Eastern Avenue and Walker Mill Road, which is planned to be widened to two vehicle travel lanes from the District of Columbia line to Central Avenue.
- Designated bike lanes and continuous sidewalks on Addison Road are needed to connect to the Fairmount Heights and Seat Pleasant neighborhoods and provide multimodal access to the Cheverly Metro Station via North Englewood Drive.
- Designated bike lanes and continuous sidewalks on Addison Road are needed to provide safe access to community centers, schools, parks, and other uses along Addison Road.
- Any bikeway and sidewalk improvements adjacent to the subject site would help connect it to the nearby Deanwood Metro Station in the District of Columbia, located less than 1,000 feet west of the subject site on Minnesota Avenue Northeast.
- Addison Road has been reconstructed and resurfaced adjacent to the subject property, and along major stretches of the road that are east of the property and restriped east of the property to separate the vehicle travel lanes from the curb on either side of the road, with the space between the curbs and the vehicle travel lanes not designated by the county as bike lanes yet, but providing sufficient width to be safe for bicycle traffic. As development occurs along Addison Road, the applicants should be alerted to install "share the road" signage which would provide additional safety for bicyclists.

Five-foot-wide sidewalks have been provided by the applicant along the internal drive aisle that leads to Addison Road. The full extent of the internal sidewalk that will connect

to Addison Road is clearly indicated on the plans for the project and appears to be adequate for the proposed use. The applicant suggested, however, that the applicant clearly indicate and provide a five-foot-wide sidewalk connection to the existing four-foot sidewalks on Eastern Avenue and the proposed office portion of the main building.

These trails recommendations have been conditioned below.

- g. **Permit Review Section**—Numerous comments have been addressed by revisions to the plans or are conditioned below.
- h. **Environmental Planning Section**—The site is exempt from the requirements of the Prince George’s County Woodland Conservation and Tree Preservation Ordinance and that there are no other environmental issues raised by the subject project.
- i. **Fire/EMS Department**—In a memorandum dated July 14, 2009, the Prince George’s County Fire/EMS Department offered information regarding required access for fire apparatuses, private road design, fire lanes and the location and performance of fire hydrants.
- j. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated September 17, 2009, DPW&T stated a requirement of a right-of-way dedication, frontage requirements and paving, and that all improvements would have to be designed in accordance with the County Road Ordinance, DPW&T’s Specifications and Standards, the Americans with Disabilities Act (ADA), DPW&T’s Utility Policy, and street tree and street lighting standards. DPW&T also stated that the plan is consistent with the approved Stormwater Management Plan, 1930-2009-00, dated March 18, 2009. DPW&T noted no objection to the Variance companion case to this detailed site plan.
- k. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comment on the subject project.
- l. **Maryland State Highway Administration (SHA)**—SHA did not comment on the subject project.
- m. **Verizon**—In comments received July 17, 2009, Verizon offered the following:
 - (1) The public utility easement (PUE) adjacent to the project’s Eastern Avenue frontage should extend the entire length of that frontage.
 - (2) The storm drain manhole on Addison Road should be removed from the public utility easement that extends along its frontage; and
 - (3) Plans for the project should be revised so that the public utility easement and the Washington Suburban Sanitary Easement do not overlap.

- n. **Potomac Electric Power Company (PEPCO)**—In an e-mail dated September 16, 2009, PEPCO offered the following general comments:
 - (1) The applicant should review requirements for service and for the Class of Service application on PEPCO's website.
 - (2) The applicant should contact Samson Thomas at 301-548-4311.
 - (3) The applicant will be responsible for any pole relocation costs.
 - (4) The applicant will be required to provide any easements as required for the project.
 - (5) The applicant should allow a minimum of 90 to 120 days for design after application approval.
 - o. **Washington, D.C. Office of Planning**—In a telephone conversation on September 22, 2009, a representative of the Washington, D.C. Office of Planning stated that they would not be commenting on the subject project.
 - p. **Cheverly**—In a telephone conversation on September 17, 2009, a representative of the Town of Cheverly stated that they would not be offering comment on the subject project.
 - q. **Colmar Manor and Fairmount Heights**—The Towns of Colmar Manor and Fairmount Heights did not offer comment on the subject project.
13. In accordance with Section 27-285 (b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the Prince George's County Code without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

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-08072, Alternative Compliance No. AC-09009 and further approved Variance Application No. VD-08072, with the following conditions:

- 1. Prior to signature approval, the applicant shall revise the plans as follows:
 - a. The applicant shall provide decorative fencing at the perimeter of the subject property. Final design of said fence shall be approved by the Urban Design Section as designee of the Planning Board.
 - b. The applicant shall show the underlying WSSC easements and shall label the WSSC easement width with Liber and Folio along the western property line.

- c. The applicant shall provide a five-foot-wide sidewalk along the internal drive aisle that leads from Addison Road to the main building.
 - d. The applicant shall provide a five-foot-wide sidewalk along the internal drive aisle that leads from Eastern Avenue to the office portion of the building located near Eastern Avenue.
 - e. The applicant shall provide continuous four-foot-wide sidewalks along the entire property frontage of Addison Road, Eastern Avenue, and Antelope Lane, unless modified by DPW&T.
 - f. The height of the proposed building shall be added to the site plan, demonstrating setbacks increased one-third of a foot for every one-foot of building height above 30 feet.
 - g. A ten-foot public utility easement (PUE) shall be indicated along the length of the project's Eastern Avenue road frontage.
 - h. The storm drain manhole shall be removed from the public utility easement (PUE) on Addison Road.
2. Prior to the issuance of any building permit for the subject property:
- a. The applicant shall provide a deed evidencing conveyance to the Department of Public Works and Transportation (DPW&T) of the additional right-of-way required for Addison Road.
 - b. The applicant and the applicant's heirs, successors, and/or assigns shall provide a financial contribution of \$210.00 to DPW&T for the placement of "Share the Road with a Bike" signage and provide proof thereof to staff.

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.

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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 Clark, with Commissioners Squire, Clark, Cavitt, Vaughns and Parker voting in favor of the motion at its regular meeting held on Thursday, January 21, 2010, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 11th day of February 2010.

Patricia Colihan Barney
Acting Executive Director

By Frances J. Guertin
Planning Board Administrator

PCB:FJG:RG:arj

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