

LAND USE REPORT

Parklawn Self Storage 11900 Parklawn Drive, Rockville, MD Local Map Amendment

This Land Use Report is submitted by Arcland Property Company, LLC (the "Applicant") in connection with its request pursuant to Section 7.2.1 of the Montgomery County Zoning Ordinance (the "Zoning Ordinance") for approval of a Local Map Amendment to redevelop the existing, aging, suburban office use on the property, located at 11900 Parklawn in Rockville, Maryland (the "Property"), with a modern self-storage facility.

As discussed in greater detail below, the Property is located in an industrial district, surrounded by other industrial zoned land but was rezoned to the Employment Office ("EOF") EOF-0.75, H-100' zone in connection with the *2018 Approved and Adopted White Flint 2 Sector Plan* (the "Sector Plan"). While the Sector Plan recommended retention of the industrial district, within which the Property is located, the Property was merely rezoned EOF to make the existing office building conforming with respect to building height.¹ Consistent with the recommendations of the Sector Plan, the Applicant is proposed to re-zone the Property back to a light-industrial zone, to align with the adjacent properties. Specifically, the Applicant is seeking to rezone the Property to the Industrial Light Floating zone ("ILF") – ILF 1.0, H-55' to accommodate the redevelopment of the Property with a high-quality, modern self-storage development (the "Project").

The Project will improve the existing conditions on the Property and replace this underperforming, aging office building with a self-storage facility that will support the surrounding residential and business community. As demonstrated herein, the Project will satisfy all applicable standards of the Zoning Ordinance and substantially conform to the goals and recommendations of the *2018 Approved and Adopted White Flint 2 Sector Plan*. Subsequent to approval of the Local Map Amendment application, the Applicant will seek Site Plan approval from the Montgomery County Planning Board.

I. Property Description

A. Site Location and Existing Conditions

The Property is located along Parklawn Drive, approximately 900 feet south of its intersection with Randolph Road. The Property is an irregular shaped lot that has an angled boundary along the northern property line, abutting Parklawn Drive. The Property is more particularly known as Lot 6 in the "North Bethesda Industrial Center" subdivision, as recorded among the Montgomery County Land Records ("Land Records") at Plat No. Plat 9530 and is comprised of approximately 93,660 square feet (or approximately 2.15 acres) of land area.

¹ The Property was rezoned from I-L 1.0, H-50 to EOF 0.75, H-100' by Sectional Map Amendment No. H-128. The rezoning was recommended by the White Flint 2 Sector Plan because the existing, aging office building, built in the 1970's, is taller than the 50 foot height limit of the prior I-L zone.

Including prior right-of-dedications, the Property has a gross Tract area of 104,628 square feet (or 2.4 acres).

The Property currently is improved with a four story office building and associated surfacing parking. According to the Maryland State Department of Assessments and Taxation ("SDAT") records, the existing building was developed circa 1970 and has approximately 48,810 square feet of above grade floor area. The existing building is angled away from the roadway and setback significantly from the street with an intervening semi-circular drive. In fact the Property frontage along Parklawn Drive is largely occupied by vehicular oriented features, such as curb cuts, a drive aisle and expansive surface parking lot. As such, the existing office building fails to define or activate the street.

To improve the existing vehicular access, the Applicant is proposing to consolidate the two existing curb cuts into one and will maintain the southern access point, in the same approximate location.

B. Zoning and Permitted Uses

As shown on the certified zoning map, submitted concurrently with this Report, the Property is currently zoned EOF-0.75, H-100'. Pursuant to Section 59.3.1.6 of the Zoning Ordinance, self-storage is not a permitted use in the EOF Zone. Thus, the Applicant is seeking approval of a Local Map Amendment to rezone the Property back to an industrial zone, consistent with the adjacent properties and the Sector Plan's vision for this area as an industrial district. Sections 59.3.1.6 and 59.5.5.3.A.1 of the Zoning Ordinance permits Self-Storage as a Permitted Use in the ILF zone.

C. Surrounding Zoning and Land Uses

The Property is located southeast of Parklawn Drive in a largely industrial district. Confronting the Property, on the opposite side of Parklawn Drive are a mix of uses. The Property's immediate surroundings are more specifically described as follows:

- North: Abutting the Property to the north is an approximately 3.14 acre IL-1.0, H-50' zoned property, developed with a two-story, multi-tenant light industrial building with numerous ground floor loading bays facing Parklawn Drive.
- South: Abutting the Property to the south is an approximately 3.8 acre site zoned IL-1.0, H-50' and improved with a vehicular oriented self-storage facility.
- East: Confronting the Property to the east, across Parklawn Drive, are a mix of uses, including two low-rise multi-family residential developments and associated surface parking, zoned CRT 1.0, C-0.25, R-1.0, H-65' and an office/industrial park, zoned EOF 1.5, H-75'.
- West: Abutting the Property immediately to the west is the CSX right-of-way.

II. Proposed Development

The Applicant is proposing to re-zone the Property to the ILF 1.0, H-55' Zone, to accommodate redevelopment of the existing, aging, suburban office building with a modern self-

storage facility. As noted above, and discussed further below, the Property was previously zoned Industrial. Recognizing the important service that industrial zoned land provides in the County, the Sector Plan sought to retain this industrial district, and only recommended rezoning the Property to the EOF zone to address the existing non-conforming height. The Applicant now seeks to return the Property to its former industrial zone, in conformance with the County's goals and recommendations, as expressed through the Sector Plan.

Self-storage is a critical use to support the County's economic development goals and housing targets. Self-storage provides necessary support to many businesses in the community. Self-storage also supports residential development. COVID-19 changed the way many work. The persistent increase in work-from-home opportunities has placed significant additional demands on one's personal residence. As a result, the need for self-storage facilities has increased and that demand continues to persist. The Property is an excellent site for this use as it will provide necessary self-storage facilities to support the surrounding residential and business community, and future development in the area; and will serve as a buffer for the noise associated with the CSX tracks.

Specifically, the Applicant is proposing to redevelop the underutilized, aging, suburban office building and vast surface parking lot with a new three-story plus cellar, self-storage facility containing up to 104,628 square feet of gross floor area (plus 34,118 square feet of cellar space, excluded from the calculation of FAR). The building will feature high-quality architectural elements, building materials, and improved site design. The Project will activate and enhance the street frontages both through the building design and streetscape improvements. Parking has been strategically located to the side and rear of the proposed building, behind the front building line, so as to be largely screened from view of the street. The proposed redevelopment will also provide significant environmental benefits by decreasing the amount of impervious area that exists on-site today (*i.e.* approximately 63% proposed, as compared to 76 % existing imperviousness) and providing stormwater management, where none currently exists.

A. Architecture and Site Design

The Project provides an important opportunity to reinvest in the existing Property. As part of this redevelopment, particular attention and detail have been paid to improving the site design and the relationship of the building with the street. The existing office building is significantly setback, with an intervening drive aisle, and oriented away from the street. Through this redevelopment the Applicant seeks to better define and activate the streetscape by pulling the building up to the street edge to the extent practicable.

The building design will be finalized at time of Site Plan but is currently anticipated to include articulated facades and fenestration to break down the perceived building mass and foster visual interest along the street facing façades. The *July 2019 Parking Lots to Places Urban Design Guidelines for Rock Spring and White Flint 2 Sector Plans* (the "Design Guidelines") recognizes that the light industrial character and uses are the Parklawn South's greatest assets, and should be maintained in any redevelopment. (*See* Page 106). In conformance with this recommendation, the building architecture seeks to retain a more industrial character, while still implementing other

County design objectives regarding activation and engagement of the street. Specifically, the building architecture has been designed to breakdown the building's overall massing and create pleasing proportions. Substantial offsets in the building footprint provide for material, roofline, and overall volume variation, particularly along the façade facing Parklawn Drive. The Project has strategically located the leasing office along Parklawn Drive, with direct pedestrian access from the street and ample transparency, to provide both visual porosity and physical activity along Parklawn Drive. The building's ground floor level has a taller floor height that has incorporated canopies across the Parklawn Drive façade to better relate to the pedestrian scale along with window fenestration and a proposed mural area that provide visual interest and activity along this key street frontage façade. A cohesive color palate and placement of materials in contrasting colors and textures has been incorporated throughout all sides of the building design, thus leaving no façade blank or expressionless. Masonry and profiled metals of contrasting colors are proposed in both field and decorative locations. Height changes in the roofline have kept the building form clean and simple while providing variation to the vertical expression of the building's massing. Locations with critical sightlines have expressed architectural features with increased amounts of glazing, internal illumination, and façade projections. As mentioned in other sections of this Statement, loading activities are being screened from public realm views by intentional recesses in the building form. Building entry points are easily distinguished by contrasting color surrounds and the use of canopies to guide patrons once onsite.

The proposed building will have a maximum height of up to 55' (or three stories plus cellar). As demonstrated by the Floating Zone Plan, the building height will remain compatible with the surrounding neighborhood, which generally have allowed heights between 50' - 65' (with a few taller exceptions).

B. Open Space

Pursuant to Sections 59.5.5.5.D.2 and 59.4.8.3.A.1, based on the Property's Tract area, 10% of the Net site area must be provided as amenity open space. In accordance with this requirement, the Project will include a minimum of 10% or 9,366 square feet amenity open space. As required by Section 59.6.3.7.B, the amenity open space will be a minimum of 15 feet wide and provide space for pedestrian circulation, landscaping, seating, shade, artwork or recreation. The design and location of the open space will be finalized at time of Site Plan but currently is anticipated to be located along Parklawn Drive and the northern Property boundary and may include seating opportunities and shade. Landscaping will include native plantings and trees that will meet or exceed the minimum tree canopy coverage required under section 59-6.3.8.A.

C. Parking and Circulation

The Project will provide a sufficient number of on-site parking spaces to accommodate all users of the Property. Pursuant to Sections 59.5.5.5.D.1 and 59.6.2.4 of the Zoning Ordinance, one (1) parking space is required for each 10,000 SF of gross floor area of Storage Units without Driveway Access, plus one (1) parking space per each employee. The Project includes approximately 104,628 total square feet of gross floor area (excluding cellar) and is expected to have up to 2 employees on-site at any given time. As such, a minimum of 13 parking spaces are

required to be provided on-site. In accordance with this requirement, the Overall Project provides 20 parking spaces on-site. The Project also provides four (4) loading spaces, in excess of the code requirements of Section 59.6.2.8. As such, more than adequate parking will be provided to accommodate all users of the Property, and ensure the Project does not impact the adjacent properties. The parking has been strategically located to the side and rear of the building, along with incorporating recesses in the building façade, so as to largely obscure vehicles and loading activity from view of the street.

As previously described, the Project will improve vehicular access to the Property by consolidating the two existing curb cuts into one. Vehicular access will be provided via the southern most curb cut, which will remain in the same approximate location as they exist today. However, the curb cut has been narrowed in width to the maximum extent practicable, and the driveway is designed to be flush with the proposed sidewalk to prioritize pedestrian movements. On-site vehicular circulation will be provided through the internal drive aisle along the southern property, which extends to the rear of the site where the 4 loading spaces are located and concealed from the public realm. New accessible pedestrian access is also being provided for direct access from the public right-of-way to the new leasing office along Parklawn Drive. As shown on the Floating Zone Plan, the proposed parking and circulation will be safe, adequate and efficient.

D. Civil Engineering

From a civil engineering perspective, the Project complies with the requirements and goals of the ILF Zone.

i. Natural Resource Inventory/Forest Stand Delineation

The Property is subject to the requirements of Chapter 22A of the Montgomery County Code (The "Forest Conservation Law"). A Natural Resources Inventory/Forest Stand Delineation ("NRI/FSD") (No.420241920) was prepared for the Property and approved on April 25, 2024. The NRI/FSD demonstrates that there are no forested areas directly onsite. A preliminary Forest Conservation Plan has been submitted concurrently with this Statement, which demonstrates the Project's conformance with the Forest Conservation Law. The Project will provide the required 0.32 acres of afforestation through an off-site mitigation bank or through a fee-in-lieu payment. The Property contains no floodplain, protected soils, endangered species or other natural features that would impact development. The Project will seek a variance for removal of 3 trees and impacts to 1 tree greater than 30" in diameter at breast height (DBH). Mitigation for these removal / impacts will be provided through the planting of 10 new trees on-site.

The Property contains no floodplain, protected soils, endangered species, or other natural features that would impact development. The Property is not located within a Special Protection Area.

ii. Stormwater Management Concept Plan

The Project will result in significant improvements to the treatment of stormwater management, as no stormwater management currently exists on-site. The Project will comply with the requirements of Chapter 19 of the Montgomery County Code. Since the Project will disturb

more than 5,000 square feet, the Applicant will prepare and submit a Stormwater Management Concept Plan in connection with the subsequent Site Plan. In accordance with applicable MDE Stormwater Management Regulations, the site will implement Environmental Site Design ("ESD") practices to the maximum extent practicable ("MEP"). Specifically, the Project proposes to incorporate micro-bioretenion facilities to the MEP to meet the stormwater management ESD requirements on-site, while treating as much new vehicular impervious surface as possible.

iii. Sediment and Erosion Control

A Sediment and Erosion Control Plan will be prepared and submitted to DPS for approval after Stormwater Management Concept approval and prior to commencement of construction on the Property.

iv. Adequate Public Facilities

1. Traffic

As demonstrated on the Traffic Statement, submitted concurrently with this Report, the Project will result in fewer than 50 net new peak hour person trips (as compared to the existing office use). The existing office use generates 108 AM peak hour person trips and 140 PM peak hour person trips. The proposed self-storage facility generates a total of 17 AM peak hour person trips and 27 PM peak hour person trips, resulting in a net reduction of 91 AM peak hour person trips and 113 PM peak hour person trips. As such, the Project is exempt from Local Area Transportation Review ("LATR").

2. Other Services

The Property is currently served by existing water and sewer, and is located within water and sewer categories W-1 and S-1. Water and sewer needs are expected to be met by the Washington Suburban Sanitary Commission ("WSSC") through connections to existing water and sewer lines. WSSC will evaluate the water and sewer capacity through a Hydraulic Planning Analysis in connection with the future building permit application.

Electric, gas, and telecommunications services will also be available. Other public facilities and services – including police stations, firehouses, and health care facilities – are currently operating in accordance with the Growth and Infrastructure Policy and will continue to be sufficient following completion of the Project.

III. Proposed Operations

The Applicant's affiliated management company, Self Storage Plus, will manage the self-storage facility under a management agreement with the Applicant. Self Storage Plus is a locally owned and operated Company with a singular focus: providing best in class self-storage management. The facility will be staffed with knowledgeable professionals to oversee operations and deliver clean, secure self-storage space for the customers.

The facility's business office is anticipated to be staffed Monday through Friday 9:30 AM-6:00 PM, Saturday 9:00 AM – 5:00 PM and Sunday 10:00 AM – 4:00 PM. The Project will feature controlled access through key pad protected automatic doors and security gates. Access to existing customers with a valid access code is provided 365 days per year between the hours of 6:00 AM - 10:00 PM. The Project also features additional security measures in the form of security cameras and perimeter fencing.

IV. Sector Plan Conformance

A. Sector Plan Conformance

The Property is located within the boundaries of the *2018 Approved and Adopted White Flint 2 Sector Plan*.

As part of its overall vision, the Sector Plan seeks to “[p]romote the retention of light industrial properties...” (See Sector Plan page 20). The Project is designed to accomplish just this by rezoning the Property to a light industrial zone, as it had previously been classified, to facilitate redevelopment with a self-storage facility. The Sector Plan also seeks to “[p]romote walkability with new streets and enhanced streetscape to define the public realm.” (See Sector Plan page 20). The Project accomplishes this through the proposed building design and placement, and streetscape improvements. As discussed herein, the existing building fails to activate and engage the street, given the building setback and primarily vehicular oriented site elements that line Parklawn Drive. To the contrary, the proposed building will be pulled up to the street, to the extent practicable, with the activated leasing office located along the street to define and activate the pedestrian environment. The Applicant also proposes streetscape improvements that will improve pedestrian circulation within the Sector Plan area. Currently, there is only a 5 foot sidewalk immediately behind the back of curb. The Applicant is proposing to provide a 10 foot sidewalk with 6 foot landscape buffer to improve the pedestrian level of comfort. This, in combination with the consolidation of the vehicular access points, will significantly enhance the pedestrian streetscape. The Project is generally meeting all of the streetscape improvement requirements of the applicable master plans, including a new 10’ asphalt side path and a 6’ wide street buffer with street trees.

The Project also implements several of the sustainability recommendations of the Sector Plan by decreasing the overall imperviousness on-site (*i.e.* 1.36 acres proposed, as compared to 1.64 acres existing). The Project also provides stormwater management, where none currently exists, and proposes to include native and adaptive plants in the landscaping. The Sector Plan also recognizes that the Sector Plan area “contains transportation infrastructure capable of generating intrusive levels of noise that can affect health and quality of life.” (See Page 66). The fact that the noise and vibration of the railroad will be difficult to attenuate was another consideration in recommending the retention of light industrial uses along the CSX rail line. The proposed self-storage building will help to buffer and attenuate the noise impacts of the CSX rail for residential and mixed-use developments on the opposite side of Parklawn Drive.

Specifically, the Property is located in the Parklawn South District. The Sector Plan recognizes that industrial zoned properties provide several important functions, including basic needs for County residents and space for small businesses, entrepreneurs and artisans. (See page 46). It is further recognized that the proximity of the industrial zoned land to other mixed-use developments in the 2010 White Flint Sector Plan area could spur other, complementary residential development. (See page 46). For these reasons, the Sector Plan recommends retaining the light industrial districts. This Local Map Amendment seeks to implement this recommendation by rezoning the Property to an industrial zone to accommodate redevelopment of the Property with a modern self-storage facility. As noted herein, the self-storage facility will serve an important function for existing and future County residents and businesses, by providing needed storage space to support these uses.

V. Zoning Ordinance Conformance

A. Floating Zone Application

i. Intent

Section 59.5.1.2 of the Zoning Ordinance states that Industrial Light Floating zones are intended to provide an alternative to development under the restrictions of the Euclidean zones mapped by Sectional Map Amendment. The Project responds to the following specific intentions of the Floating Zones:

1. Implement comprehensive planning objectives by (1) furthering the goals of the general plan, applicable master plan and functional master plans; (2) ensuring that the proposed uses are in balance with and supported by the existing and planned infrastructure in the general plan, applicable master plan, functional master plan staging and applicable public facilities requirements; and (3) allowing design flexibility to integrate development into circulation networks, land use patterns, and natural features within and connected to the Property.

As discussed in detail in Section IV of this Report, the Project furthers the goals and recommendations of the Sector Plan. This Local Map Amendment seeks to rezone the Property back to an industrial zone, consistent with the recommendations of the Sector Plan to retain this important light industrial district. As discussed above in Section II.D, the public facilities will be more than adequate to accommodate the proposed development.

2. Encourage the appropriate use of land by (1) providing flexible applicability to respond to changing economic, demographic and planning trends that occur between comprehensive District or Sectional Map Amendments; (2) allowing various uses, building types, and densities as determined by a property's size and base zone

to serve a diverse and evolving population; and (3) ensuring that development satisfies basic sustainability requirements.

The Sector Plan rezoned the Property to the EOF Zone to resolve the non-confirming height of the existing office building. However, the challenges facing the suburban office market have been well documented in recent years. As such, the redevelopment of this underperforming, aging, suburban office building presents an opportunity to rezone the Property to light industrial, consistent with the County's goals, as expressed through the Sector Plan. The proposed Local Map Amendment provides the flexibility to accommodate this change in market conditions. The proposed Floating Zone complies with the maximum floor area ratio ("FAR") prescribed in Section 59.5.5.5.A and aligns with the zoning of the other industrial properties in the Parklawn Drive. As noted herein, the redevelopment will provide several environmental benefits by decreasing the overall impervious area on-site and introducing stormwater management to the Property, where none currently exists.

3. Ensure protection of established neighborhoods by (1) establishing compatible relationships between new development and existing neighborhoods through limits on applicability, density and uses; (2) providing development standards and general compatibility standards to protect the character of adjacent neighborhoods; and (3) allowing design flexibility to provide mitigation of any negative impacts found to be caused by the new use.

As discussed in detail above, the Project is in conformance with the goals of the Sector Plan, which seeks to retain this industrial district. The proposed self-storage facility will complement the surrounding industrial uses and will also support nearby commercial and residential development. Furthermore, the Project will be compatible with the surrounding neighborhoods. The building will provide a buffer to the noise associated with the CSX tracks for the confronting residential uses and has been designed to activate and engage the street.

ii. Applicability

1. A Floating zone must not be approved for property that is in an Agricultural or Rural Residential Zone;

The Property is zoned EOF and is thus, not in an Agricultural or Rural Residential zone.

2. If a Floating zone is recommended in a master plan, there are no prerequisites for an application;

The Sector Plan does not recommend the Industrial Light Floating Zone for the Property. Thus, this subsection is not applicable.

3. When requesting a Floating zone for a property with a non-Residential base zone, there are no prerequisites for an application.

As stated previously, the base zone for this Property is non-Residential and, thus, no prerequisites are required.

iii. Purposes of the ILF Zone

Pursuant to Section 59.5.5.2, the ILF Zone is intended to allow development of industrial sites with primarily light manufacturing, warehouse, and related uses at a range of densities and heights flexible enough to respond to various settings. The proposed self-storage facility is a neighborhood amenity that has been carefully designed to ensure the building heights and massing promote the County’s goals, as expressed through the Sector Plan.

B. Development Standards

Based on the pre-existing Euclidean Zone and the Property Tract area of approximately 2.4 acres, Section 59.5.5.5 of the Zoning Ordinance permits a maximum total density under a Floating Zone of up to 1.25 FAR. The proposed total density of 1.0 FAR is well within the density allowed by the Zoning Ordinance.

As demonstrated below, the Project complies with the development standards for the ILF Zone, as provided in Section 59.5.5.5 of the Zoning Ordinance.

	Zoning Standard	Permitted/Required	Provided Per Plan
Section 59.5.5.5.A	Density of Development	ILF	
	Maximum FAR	1.25 FAR	1.0 FAR
Section 59.5.5.5.B	Height	Established by the Floating Zone Plan	Up to 55 Feet
Section 59.5.5.5.B	Setbacks (minimum)		
	Front Site Boundary	Established by the Floating Zone Plan	12 feet
	Rear Site Boundary	Established by the Site Plan Approval Process	85 feet
	Side Site Boundary	Established by the Site Plan Approval Process	29 feet
Section 59.5.5.5.C	Minimum Lot Size	Established by the Site Plan Approval Process	93,660 Square Feet (or 2.15 acres)
Section 59.5.5.5.D.2.; Section 59.4.8.3.A.1	Minimum Open Space	10%	10% (9,366 sf)

The Property also conforms to the general development standards provided in Section 59.6.2 of the Zoning Ordinance:

	Standard	Permitted/Required	Provided Per Plan
Section 59.6.1	Driveway Access		
Section 59.6.2	Parking Requirements		
	Vehicle Parking Spaces	13 spaces (min)	20 Spaces
	Bicycle Parking Spaces	None Required	N/A
Section 59.6.2.5	Vehicle Parking Design Standards		
Section 59.6.2.9	Parking Lot Landscaping and Outdoor Lighting (for more than 10 spaces)		
	Landscaped Area	5% of the total area of the surface parking lot	Complies, See Landscape Plans.
	Tree Canopy	25% at 20 years of growth	Complies. See Landscape Plans.
	Perimeter Planting Width	6 Feet	Complies. See Landscape Plans.
	Perimeter Planting Height	3 Feet	Complies. See Landscape Plans.

VI. Local Map Amendment Findings

A. Section 59.7.2.1 Floating Zone Findings

Pursuant to 59.7.2.1.A, a zoning map change to apply a Floating Zone to an individual property requires approval of a Local Map Amendment. Under 59.7.2.1.E., the District Council must find that the Floating Zone Plan will:

- i. Section 7.2.1.E.2.a – Substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans;*

As described in Section IV above, the Project substantially conforms with the recommendations of the Sector Plan.

- ii. Section 7.2.1.E.2.b – Further the public interest;*

The Project will further the public interest and provide an important neighborhood service to the surrounding neighborhood. Self-storage provides essential support for small businesses and also helps to support residential development. As previously stated, with the increase in remote work opportunities in recent years, additional pressures are placed on one's personal residence. This has resulted in an increased demand for self-storage facilities. The Project addresses these

needs through additional Self-Storage capacity. The Project brings the Property back into alignment with the County's vision for this light-industrial district. The proposed use will support other nearby mixed use developments, as envisioned by the Master Plan, and will serve as a buffer from the noise inherently associated with the CSX tracks to promote a compatible transition to the confronting residential developments.

- iii. Section 7.2.1.E.2.c – Satisfy the intent and standards of the proposed zone and, to the extent the Hearing Examiner finds it necessary to ensure compatibility, meet other applicable requirements of this Chapter;*

As described in this Report, the Project will satisfy the intent, purpose, and specific standards of the ILF Floating Zone and the Zoning Ordinance. In fact, the Applicant is merely seeking to rezone the Property to the industrial floating zone, consistent with the County's goals as expressed through the Sector Plan. For all the reasons discussed in this Report, the requested Floating Zone is appropriate at this location.

- iv. Section 7.2.1.E.2.d – Be compatible with existing and approved adjacent development;*

As discussed in this Report, the proposed development will be compatible with existing and approved development in the surrounding area. The Property is located within an existing industrial district on the southwest side of Parklawn Drive. The proposed zoning seeks to rezone the property industrial, to match the adjacent properties' zone. The Project will also be compatible with the confronting residential development. The Project will improve the existing conditions on the Property by redeveloping the existing, aging, suburban office building and expansive surface parking lot with a high-quality self-storage facility that will revitalize the Property. The proposed redevelopment prioritizes activation of the streetscape through strategic siting of proposed the building and implementation of high-quality architectural elements along public-facing facades. The building will also serve as a buffer to the CSX tracks, minimizing noise impacts on the surrounding residential communities.

- v. Section 7.2.1.E.2.e – Generate traffic that does not exceed the critical lane volume or volume/ capacity ratio standard as applicable under the Planning Board's LATR Guidelines, or, if traffic exceeds the applicable standard, that the applicant demonstrate an ability to mitigate such adverse impacts; and*

The public facilities will be more than adequate to accommodate the proposed development. As demonstrated by the Traffic Statement, submitted concurrently with this Report, the Project will result in fewer than 50 net new peak hour person trips.

- vi. Section 7.2.1.E.2.f – When applying a non-Residential Floating zone to a property previously under a Residential Detached zone, not adversely affect the character of the surrounding neighborhood.*

This provision is not applicable to this Local Map Amendment application.

VII. Conclusion

As demonstrated by this Statement, the Project meets or exceeds all of the criteria and standards for a Self-Storage Facility in the ILF Zone, as set forth in Divisions 59-3, 59-4, 59-5 and 59-6, and substantially conforms to the Sector Plan. The LMA meets all of the findings required in Division 59-7 for approval of these Application. For all of these reasons, and the information contained in this Report, the Applicant respectfully requests approval of this Application.