



**PARAMOUNT SELF STORAGE LLC
LOCAL MAP AMENDMENT H-157
FOREST CONSERVATION PLAN NO. F20240710
CONDITIONAL USE NO. CU202501**

Description

Local Map Amendment H-157, Preliminary Forest Conservation Plan F20240710, and Conditional Use Plan CU202501 request to re-zone the Subject Property from CR-2.0, C-0.5, R-1.5, H-120 to CRTF-2.75, C-2.75, R-1.5, H-120, to replace the existing self-storage use on site with a new six-story, 282,040 square-foot self-storage facility, built in two phases.

COMPLETED: 5/12/2025

PLANNING BOARD HEARING DATE: 5/22/2025

MCPB ITEM NO. 7

Planning Staff



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LOCATION/ADDRESS

15750 Paramount Drive Rockville, MD 20855

MASTER PLAN

2021 Shady Grove Sector Plan Minor Master Plan Amendment

ZONE

Existing: CR-2.0, C-0.5, R-1.5, H-120

Proposed: CRTF-2.75, C-2.75, R-1.5, H-120

PROPERTY SIZE

112,372 sf (2.56 ac)

APPLICANT

Arcland Property Co., LLC

ACCEPTANCE DATE

August 8, 2024

REVIEW BASIS

Chapters 22A & 59

HEARING EXAMINER PUBLIC HEARING

June 12, 2025



Summary:

Staff recommends approval of Local Map Amendment (LMA) H-157 to rezone the Subject Property from CR-2.0, C-0.5, R-1.5, H-120 to the CRTF-2.75, C-2.75, R-1.5, H-120 zone.

Pursuant to the Montgomery County Zoning Ordinance, self-storage is allowed as a conditional use in the CRTF zone. Staff recommends approval of the Conditional Use.

Staff recommends approval of the associated Preliminary Forest Conservation Plan with conditions.

Subsequent Sketch and Site Plan applications are required if the Local Map Amendment and conditional use are approved.

The Subject Property is already a recorded lot, a Preliminary Plan is not needed.

Staff recommends approval of the conditional use with conditions and transmittal of comments to the Hearing Examiner for a hearing scheduled for June 12, 2025.

The Applicant is requesting a Parking Waiver for providing less than the minimum number of vehicle spaces and Alternative Compliance to maintain the two existing vehicle access points.

Staff has received correspondence regarding this application.

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SECTION 1: RECOMMENDATIONS AND CONDITIONS

LOCAL MAP AMENDMENT NO. H-157

Staff recommends approval of Local Map Amendment H-157 and the associated Floating Zone Plan with the following binding elements:

1. The proposed self-storage facility and ancillary ground floor retail will not exceed a maximum commercial density of 284,040 square feet.
2. Vehicular access to the Site will be limited to the two access points, as shown on the Floating Zone Plan.
3. The maximum building height on the Subject Property is limited to 80 feet.

CONDITIONAL USE NO. CU202501

Staff recommends approval of Paramount Self Storage, LLC, Conditional Use No. CU202501, to replace the existing self-storage use on site with a new 282,040-square-foot self-storage facility, subject to the following conditions:

1. The Applicant must receive approval for Local Map Amendment H-157 from the District Council prior to approval of the conditional use for a self-storage facility on the Subject Property.
2. The self-storage facility and ancillary ground floor retail is limited to a total of up to 284,040 square feet.
3. The Applicant must provide a minimum of 17 vehicle parking spaces, 4 loading spaces, 1 short term bicycle space in Phase 1 and 1 long term bicycle space in Phase 2.
4. The Applicant can provide no more than 2 (two) site access points, per justification for Alternative Compliance, per Section 59-6.8.1 for Site Access.
5. Design all access points and alleys to be at-grade with the sidewalk, dropping down to the street level between the sidewalk and roadway.
6. Before the issuance of any building permit, the Applicant must obtain approval of a Project-based Transportation Demand Management Plan (TDM) from the Montgomery County Department of Transportation (MCDOT).
7. The Applicant must provide a Public Access Easement (PAE) on the western boundary for future adjacent open space improvements, the details and timing for which will be coordinated in connection with the Site Plan Application.
8. The Applicant must provide a Public Improvement Easement (PIE) for the portion of the sidewalk along Paramount Drive that falls on private property, which will be coordinated with the Site Plan Application.

FOREST CONSERVATION PLAN F20240710

Staff recommends approval of Preliminary Forest Conservation Plan No. F20240710 with the following conditions:

1. The Applicant must submit a Final Forest Conservation Plan (“FFCP”) for review and approval at the time of Site Plan and before obtaining a Sediment and Erosion Control Permit from the Montgomery County Department of Permitting Services for this Subject Property.
2. No demolition, clearing, or grading is permitted on the Subject Property prior to the approval of the FFCP.
3. The FFCP must be consistent with the approved Preliminary Forest Conservation Plan.

SECTION 2: NEIGHBORHOOD & SITE DESCRIPTION

VICINITY/NEIGHBORHOOD

The Subject Property is located at 15750 Paramount Drive, Rockville, MD 20855 and is zoned CR-2.0, C-0.5, R-1.5, H-120. The 2021 *Shady Grove Sector Plan Minor Master Plan Amendment* (Sector Plan) defines the neighborhood as “Metro South” (outlined in dotted black in Figure 1) which includes a variety of light industrial uses, such as automotive services, storage facilities, and retail businesses. Metro South is bounded by CSX Railroad tracks to the north, Redland Road to the west, Paramount Drive to the east, and Frederick Road (MD 355) to the south. Rockville’s city limit is the southern boundary to the Metro South neighborhood. For the purposes of the proposed Local Map Amendment and Conditional Use, the defined neighborhood is coterminous with the Sector Plan defined “Metro South” neighborhood. The Metro South does not currently have any conditional use approvals.

Directly adjacent to the Subject Property is an automotive junkyard to the north, a vacant lot to the west, a car dealership to the east, and fast food retailers, gas stations, and miscellaneous auto-oriented retail services to the south. The surrounding zoning in the Metro South neighborhood consists primarily of CR-2.25, CR- 2.0, and IM-2.5. Aside from the Subject Application, there are currently no active or proposed development applications in the Metro South neighborhood. Across the CSX Railroad tracks (northwest) is the Shady Grove West multi-family, mixed use, and townhouse development.



Figure 1: Vicinity Map with Staff-defined neighborhood “Metro South” outlined in dotted black

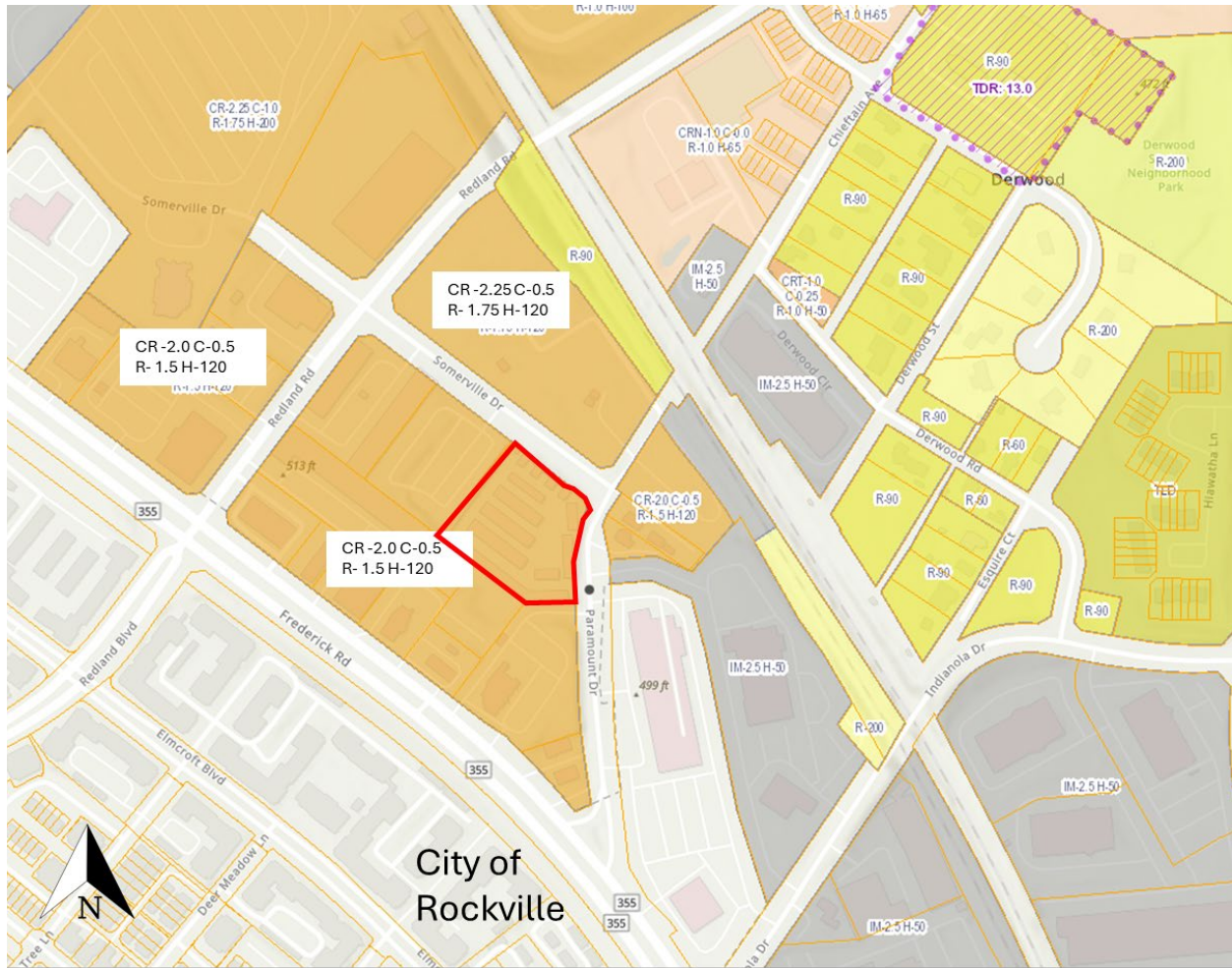


Figure 2: Zoning Map with Property outlined in red

PROPERTY DESCRIPTION

The Subject Property is located in the southwest quadrant of the intersection of Somerville Drive and Paramount Drive in Rockville. The Subject Property is known as Parcel H-2 in the "Derwood, Somerville Addition" subdivision, as recorded among the Montgomery County Land Records at Plat No. 10829. It comprises approximately 91,479 square feet (2.10 acres) of land. It is an irregular shaped corner lot that is bounded by Somerville Drive to the north and Paramount Drive to the east.

The Subject Property currently is improved with 11 separate one-story exterior access storage buildings, outdoor vehicular storage, and associated surface parking. In its existing configuration, the development has approximately 38,097 square feet of above grade floor area. Currently, there are two access points; one from Somerville Drive and one from Paramount Drive. Somerville Drive has an existing four-foot-wide (4 ft) sidewalk, while Paramount Drive is an open section roadway with no sidewalks along the Property frontage.

Natural Resources Inventory No. 420241430, approved on March 14, 2024, determined that there were no forest, wetlands, streams, or floodplains on the Subject Property.



Figure 3: Subject Property



Figure 4: Street view from Paramount Drive, looking northwest.



Figure 5: Street view from the intersection of Paramount Drive and Somerville Drive, looking southwest.



Figure 6: Street view from Somerville Drive, looking southeast.

SECTION 3: PROJECT DESCRIPTION

ZONING HISTORY

The Subject Property was previously zoned Transit Oriented, Mixed Use (TOMX-2) under the Zoning Code in effect prior to October 29, 2014. The Subject Property's zoning was changed from TOMX-2 to CRT-1.5 as part of the Zoning Code rewrite in 2014. The Property's zoning was changed again, to its current designation of CR-2.0, C-0.5, R-1.5, H-120, through the 2021 *Shady Grove Sector Plan Minor Master Plan Amendment*.

The Property is currently improved with a dated, vehicular-oriented self-storage facility built in the 1970s.

PROPOSAL – LOCAL MAP AMENDMENT H-157

The Applicant seeks approval to rezone the Subject Property from CR-2.0, C-0.5, R-1.5, H-120 to CRTF-2.75, C-2.75, R-1.5, H-120 for the future development of a two (2) phased, six-story, self-storage facility comprised of up to 282,040 square feet of self-storage use and ancillary ground floor retail. In the proposed CRTF zone, self-storage is a conditional use, and the Applicant is applying for the self-storage conditional use concurrent with the Local Map Amendment application. A Preliminary Plan is not required. However, the Applicant will need approval for a Sketch and Site Plan, if the Hearing Examiner approves the conditional use and County Council approves the LMA.

Self-storage is allowed as a limited use under the Property's existing CR zone. However, Section 59-3.6.8.D.2.a.ii.a requires self-storage in the CR zone to be in a basement or cellar of a building used for other purposes. The Applicant is unable to accommodate this requirement, and is therefore proposing to change the zone of the Subject Property from CR to the CRTF zone. The CRTF zone only allows self-storage under the requirements of a conditional use, without requiring the self-storage to be located within the basement of a multi-use building.

PROPOSAL – CONDITIONAL USE CU202501

The Applicant seeks approval of a conditional use application on the Subject Property. Under the proposed local map amendment, described above, the Applicant seeks to redevelop the Subject Property with an expanded self-storage use and potential future ancillary neighborhood serving ground floor retail use. The Project will activate and enhance the street frontages both through the building design and streetscape improvements. The Applicant is proposing to redevelop the aging, vehicular oriented, industrial looking self-storage with a two (2) phased four- and six-story self-storage building with ancillary ground floor retail. The Project will consist of up to 282,040 square feet of development, include a minimum of 17 vehicle parking spaces, and a minimum of four (4) loading spaces.

The first phase of development will include a four-story self-storage building, totaling approximately 159,640 square feet of gross floor area (“Phase 1”). The Phase 1 building is situated on the southern portion of the Subject Property with frontage on Paramount Drive. The leasing office will be constructed on the ground floor of the Phase 1 building, with the entrance adjacent to the public open space that provides direct access for pedestrians from the street, to activate the pedestrian environment. Phase 1 will also provide an interim pervious surface parking lot that will be landscaped along the perimeter of the Property to limit views from the street. This parking lot is expected to be used for vehicle storage associated with self-storage use. Although vehicular parking is provided between the building and the street in the interim condition, the ultimate site layout places Building 2 along Somerville Drive which satisfies the zoning requirement of not placing parking between the building and the street.

The second phase proposes the construction of a six-story building of approximately 122,400 square feet (“Phase 2”) in size. The Phase 2 building will be located on the northern portion of the Subject Property at the intersection of Somerville Drive and Paramount Drive. The ground floor of the Phase 2 building has been designed to provide flexible space that can be devoted to a ground-floor retail use in the future when the immediate vicinity can support such a use.

The proposed buildings will provide a covered drive/loading aisle to facilitate safe and efficient vehicular circulation and access to the storage units while also concealing the associated parking and loading from the street. Additional parking and loading are provided at the rear of the site.

DESIGN

The Project will replace an outdated single-story self-storage facility with modern facilities that frame the street and significantly reduce surface parking and drive aisles. The Applicant anticipates that the proposed building will achieve a net-zero energy designation.

Redevelopment of the aging facility will activate the streetscape through strategically siting the proposed buildings and implementing high-quality architectural elements along all facades. Specifically, the buildings will front on the surrounding streets to define the pedestrian environment. The proposed buildings will include articulated facades and fenestration along both street frontages to foster visual interest and reduce the overall building massing. The Project proposes to locate the leasing office along Paramount Drive to provide visual porosity and physical activity along the street.

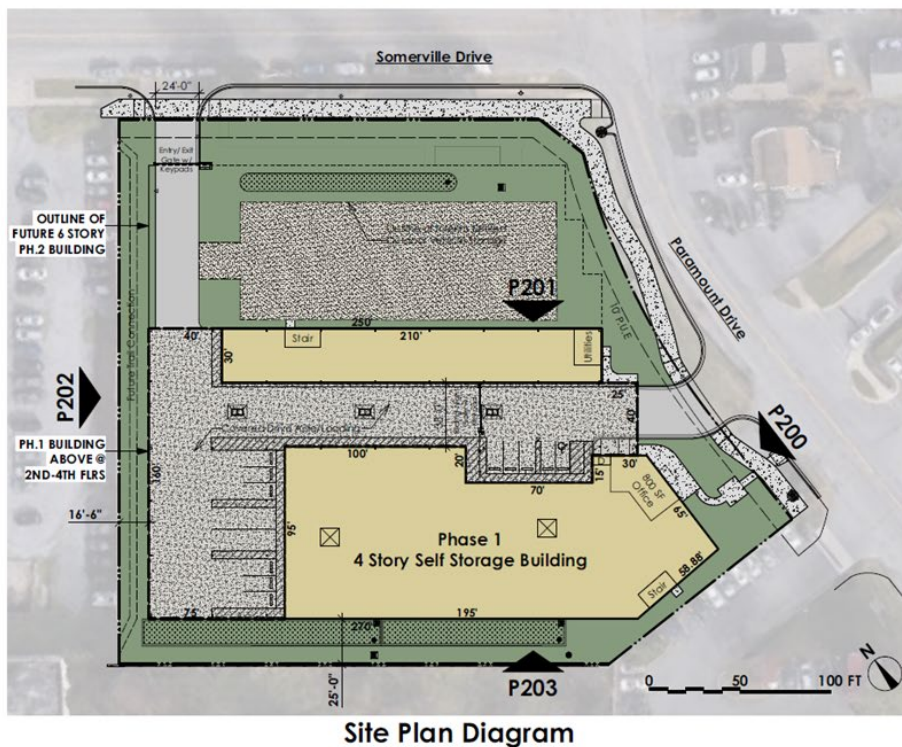
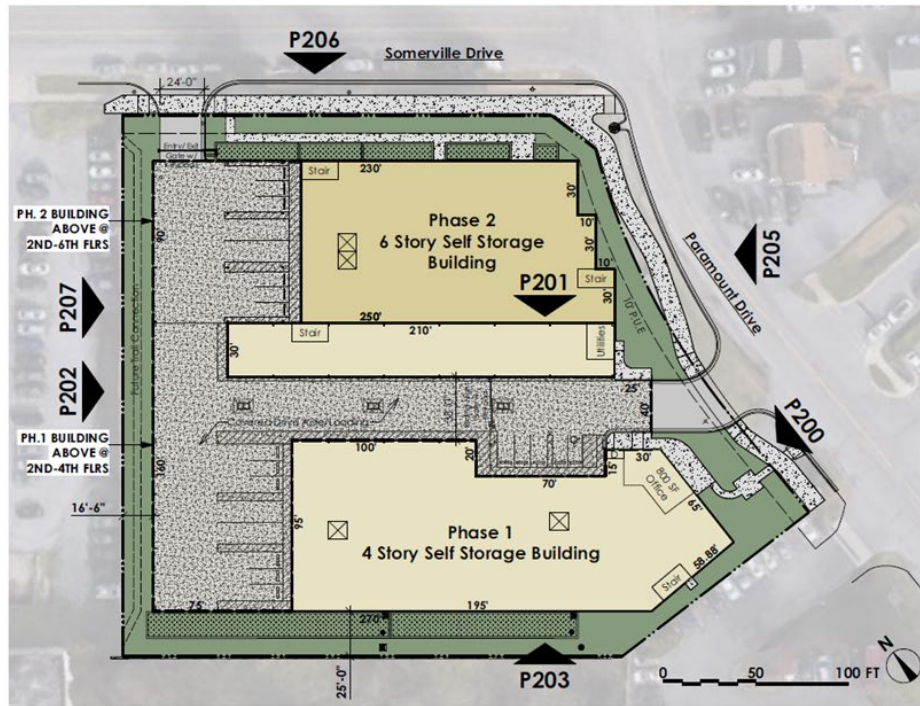


Figure 7: Phase 1 (bottom) and Phase 2 (top) Illustrative Site Plans

The first phase of development will include a four-story self-storage building on the southern portion of the Subject Property along Paramount Drive. The image below shows the ground-floor leasing office with a direct pedestrian entrance from the street.

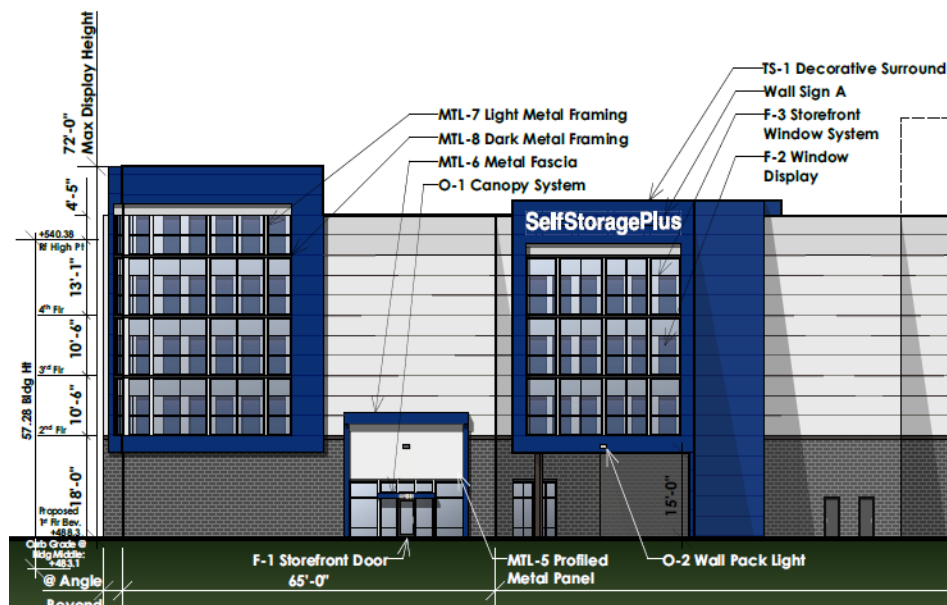


Figure 8: Rendering of Phase 1 View from Paramount Drive

The second phase will include the taller six-story self-storage building. This phase of development will front on Somerville Drive and will define the Site's prominent corner, as shown in the rendering below.

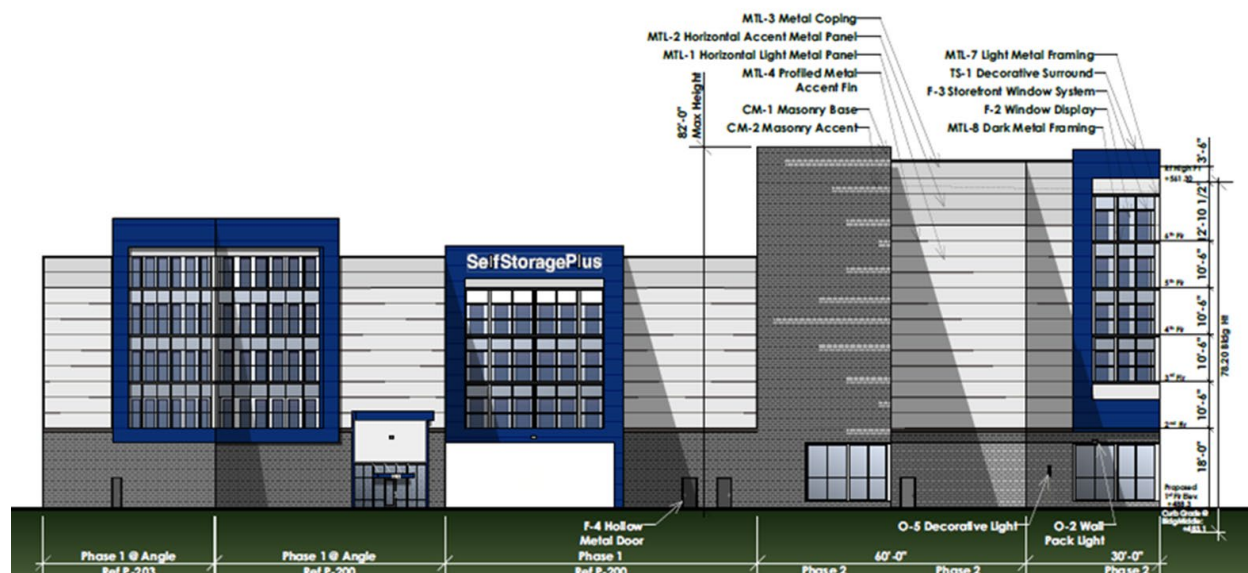


Figure 9: Rendering of Phase 2 View from Paramount Drive

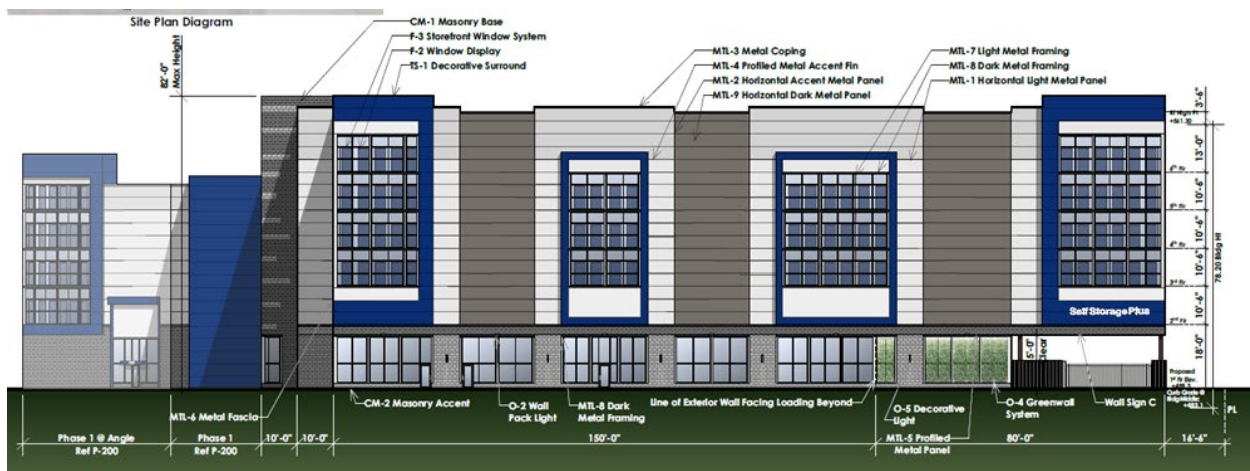


Figure 10: Rendering of Phase 2 View from Somerville Drive

The proposed self-storage buildings features an improved site layout and building design when compared to the existing condition. The proposed development will decrease the impervious area present on-site today, providing environmental benefits. The building façade will include color and textured masonry along the building’s base with contrasting metal panels on the upper floors. Variations in the building’s roofline will reduce the building massing. These design elements and the proposed landscaping will provide a compatible transition to the surrounding properties when redevelopment of those sites occurs in the future.

MASTER PLAN

The Subject Property is within the boundary of the 2021 *Shady Grove Sector Plan Minor Master Plan Amendment* (the “Sector Plan”). The Sector Plan “envisions the future of the Shady Grove Metro Station area as a mixed-use and pedestrian-oriented environment with attractive streetscapes, distinctive architecture, and a sense of place that is complemented by public facilities and amenities, and new mobility options” (see Sector Plan page 2).

- *Promotion of incremental infill redevelopment that breaks up large blocks, creates amenities for pedestrians, and connects to adjacent areas.* (Sector Plan, page 22.)

The Project seeks to redevelop a dated, auto-oriented, self-storage facility into an expanded and modernized self-storage facility. The Project provides significant streetscape improvements and sets aside an area for the future inter-parcel connection along the Site’s western edge, as called for in the Sector Plan (see Sector Plan page 27).

The Sector Plan shows the western edge of the Subject Property as a “potential open space” with a potential connection based on a future redeveloped block grid. The Project will provide a 16-foot side setback and will allocate 4,700 square feet of future open space (not counted towards public open

space). The activation and future connection of the open space will be established when the adjacent property is redeveloped.

Collectively, these improvements will transform the pedestrian environment and will begin to build-out the area's pedestrian network.

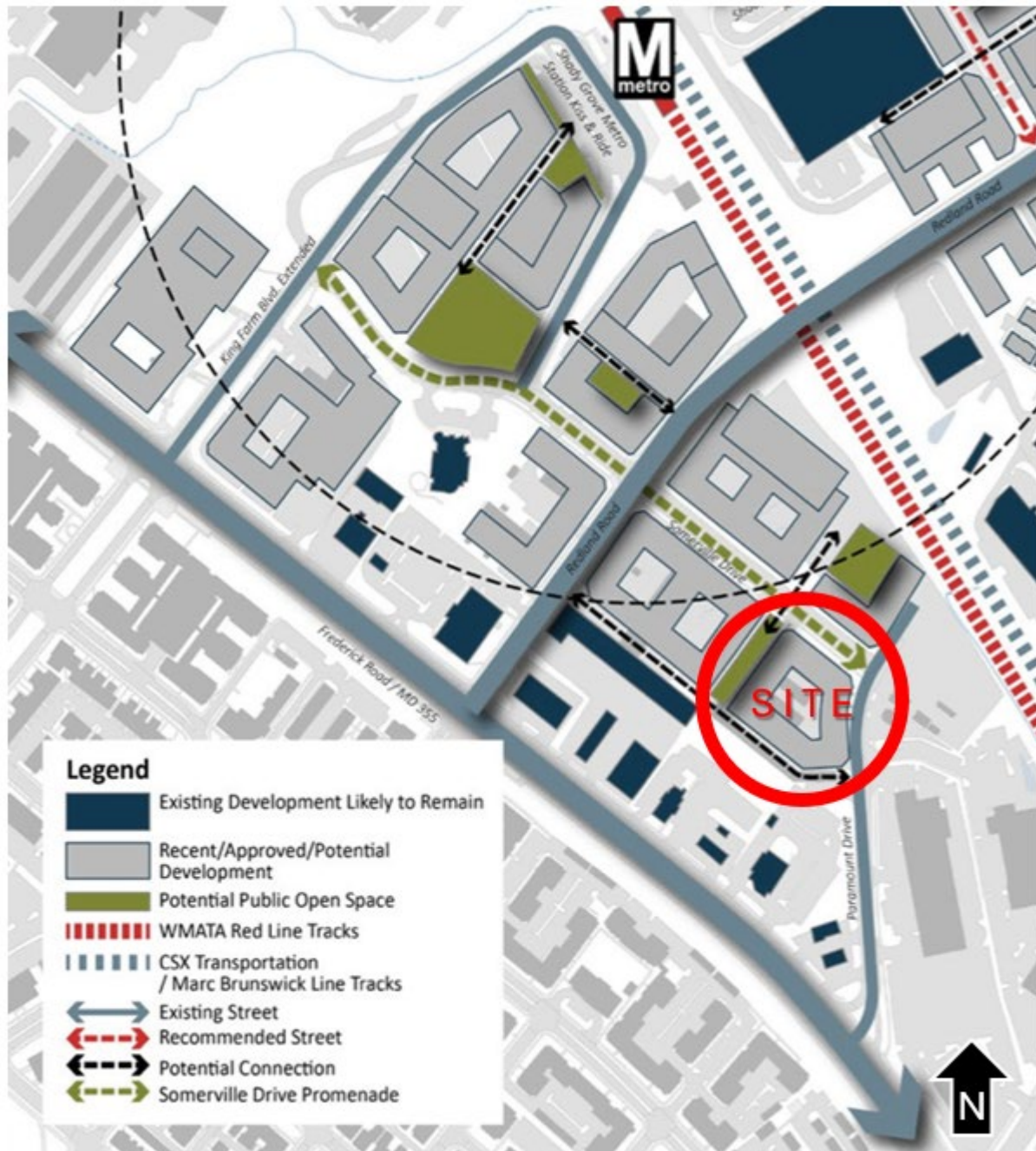


Figure 11: Sector Plan Connection Exhibit

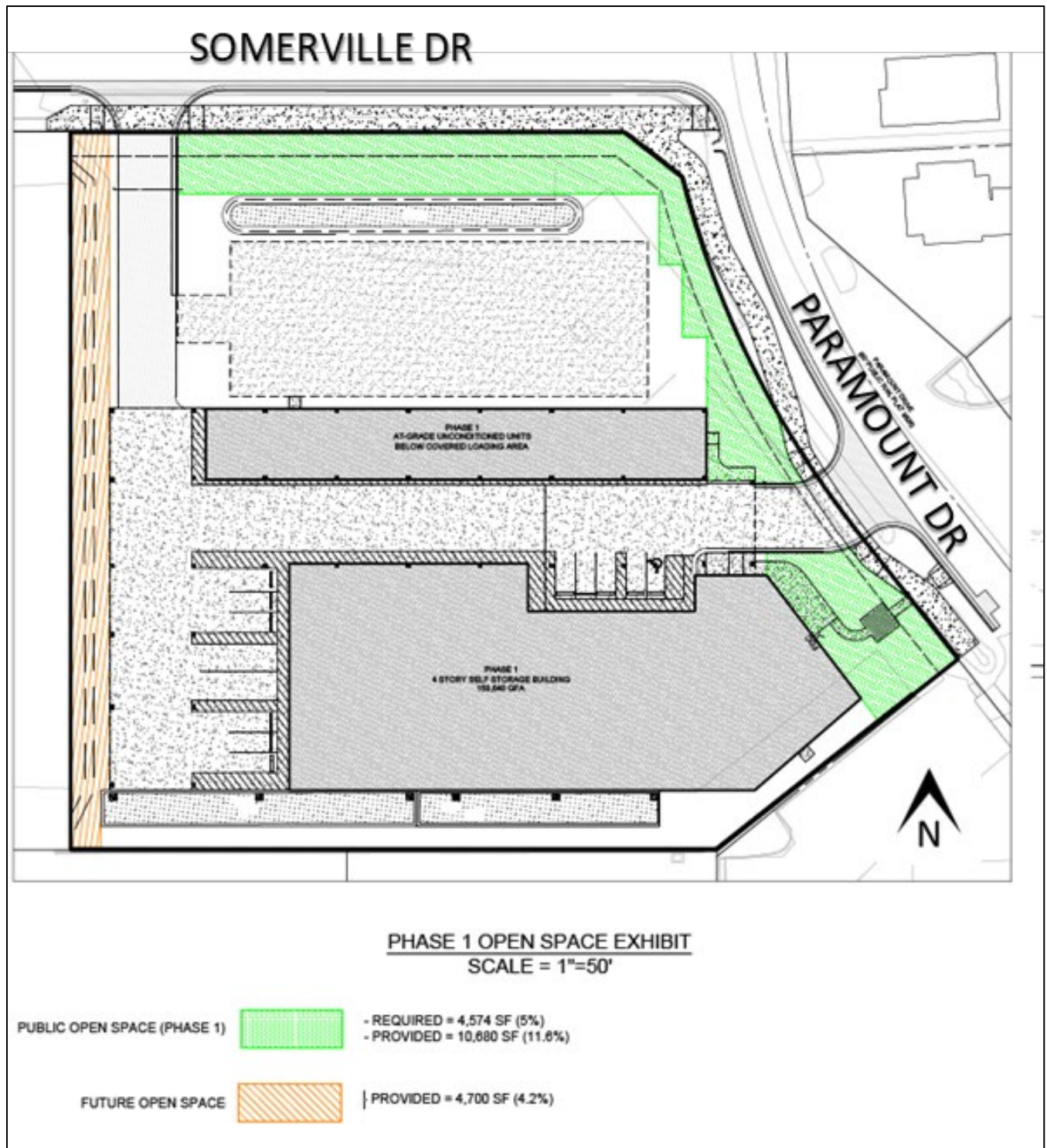


Figure 12: Open Space Exhibit

- The Sector Plan recommends street-oriented buildings connected by safe pedestrian access, but recognizes that implementation of that vision will be incremental, particularly at the Metro

Neighborhoods where working with multiple ownerships will be a challenge. (Sector Plan, page 24.)

The Property, in its existing condition, is underutilized when considering its proximity to both the Shady Grove Metro Station and mixed-use King Farm neighborhood. The existing self-storage facility is an economically viable use that can be continued and remain in its current condition; however, the Applicant has chosen to pursue redevelopment on this Site to bring this Property into conformance with the urban design goals of the Sector Plan and begin the neighborhood's transformation to a more mixed-use and walkable area.

- *Envisions this area as a mixed-use residential area.* (Sector Plan, page 38.)

The Project will provide the retail use opportunity on the ground floor fronting the corner for Somerville Drive and Paramount Drive. As the area redevelops the building placement, streetscape improvements, primary self-storage use, and potential future ground floor retail use will provide services to the future “*mixed-use residential area*”.

- *Encourage retail or other active uses at strategic locations.* (Sector Plan, page 39.)

The Project provides flexible ground floor space, which can be devoted to retail use when the surrounding area and market support that level of activity. The façade design will provide visual activation along the street and further enhance the pedestrian realm with storefront glass that will either provide views into the retail space or visual amenities within the window boxes. The updated architectural design further breaks-down the building massing and focuses on the pedestrian scale with the incorporation of ground floor windows and the use of canopies. The enhanced massing articulation is designed to be reminiscent of multi-family architectural forms in order to be harmonious with future development, as envisioned by the Sector Plan.

- *Include on-site renewable energy generation.* (Sector Plan, page 86.)

The Project is proposed to include rooftop solar photovoltaic (PV) systems on the buildings. The energy generated by the proposed rooftop solar PV system, coupled with the building's energy efficient design, would exceed the proposed building's energy usage. As a result of these systems, the Applicant anticipates that the proposed building will achieve a net-zero energy designation.

- *Include building design features that keep roofs cool – either green roofs or cool roofs. (Sector Plan, page 87.)*

The Project incorporates high Solar Reflectance Index (SRI) value materials, such as a white roof membrane, which is intended to serve as a cool roof and mitigate the heat island effect.

Metro South Neighborhood Recommendations

The Subject Property is located in the Metro South neighborhood of the Sector Plan. It states in the Sector Plan the area *“has seen little change since the adoption of the prior 2006 Shady Grove Sector Plan”* (Sector Plan, page 22). This Project will be the first redevelopment in the Metro South Neighborhood since before the 2006 Sector Plan was adopted. The current 2021 Sector Plan specifically recommends *“incremental infill redevelopment that breaks up large blocks, creates amenities for pedestrians and connects to adjacent areas...”* (Sector Plan, page 22).

The Project will contribute to the Sector Plan's goals of modernizing the neighborhood through strategic, incremental infill redevelopment by redeveloping the aging, vehicular oriented self-storage use on the Subject Property with a modern self-storage facility that activates the adjacent streetscapes and promotes pedestrian connectivity to the future adjacent properties, when they develop.

TRANSPORTATION

MASTER PLANNED ROADWAYS

The *Master Plan of Highways and Transitways* (MPOHT) recommends a minimum 70-foot wide right-of-way for Paramount Drive and an 80-foot wide right-of-way for Somerville Drive. The Project will meet the minimum MPOHT's requirements and no additional dedication is required. Since, the Subject Property is already a recorded lot, a Preliminary Plan is not needed.

There are no bikeway improvements proposed in this location by either the 2018 *Bicycle Master Plan* or Sector Plan. The Applicant will construct the proposed sidewalk within a 10-foot wide Public Improvement Easement (PIE)¹, or other instrument determined by the County, along the Subject Property's frontage.

¹ PIE is required since the sidewalk could not be located in the right-of-way due to the overhead utilities not being able to be undergrounded because the power lines need to cross the CSX rail line at a certain point.

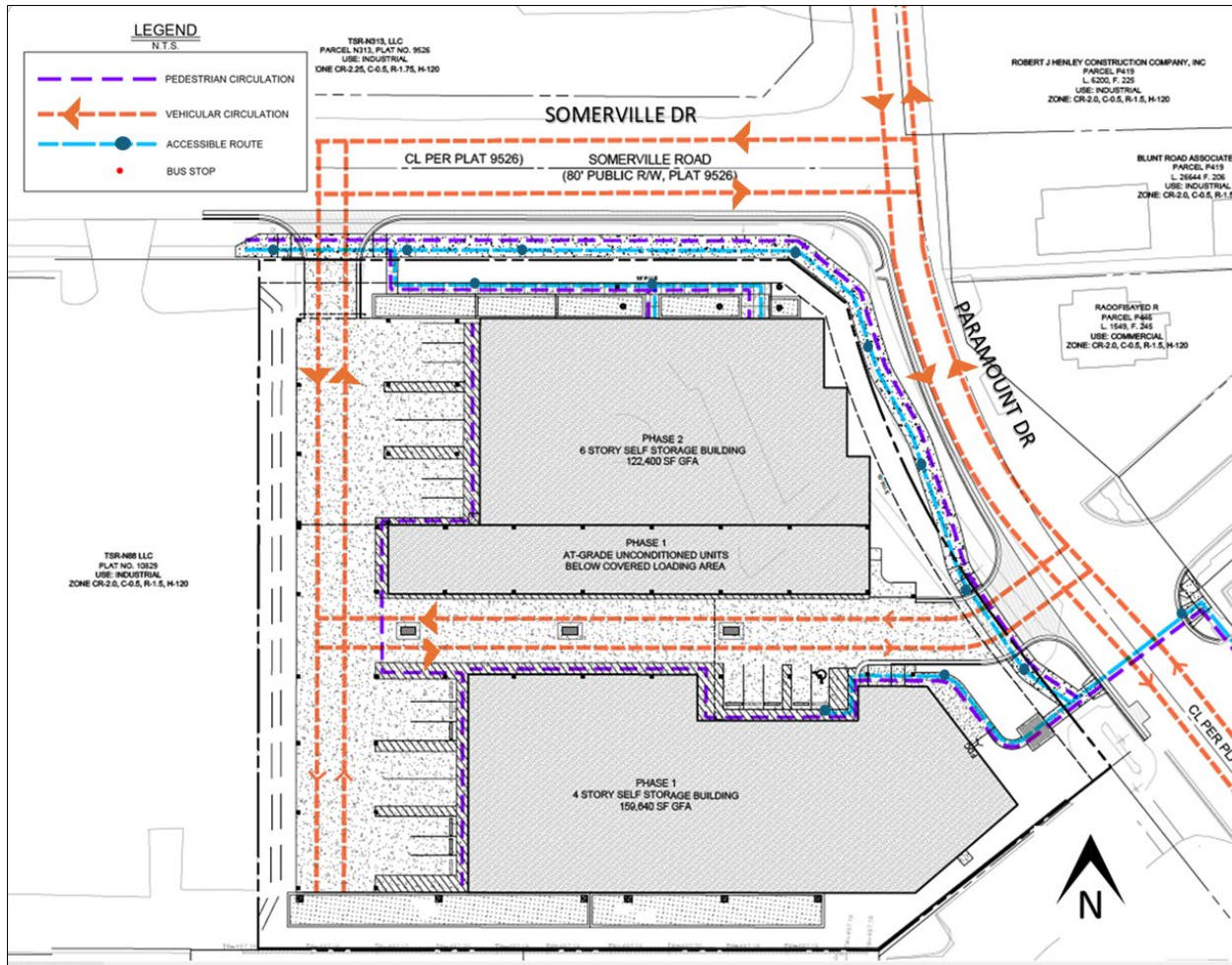


Figure 13: Circulation Plan

PEDESTRIAN FACILITIES

The MPOHT designates both Somerville Drive and Paramount Drive as Town Center Boulevards, requiring a minimum six-foot-wide (6 ft) landscape buffer and an eight-foot-wide (8 ft) sidewalk. The Applicant is providing a ten-foot-wide (10 ft) sidewalk along the Property's frontage on Somerville Drive and Paramount Drive, with a seven-foot-wide (7 ft) minimum street buffer on Somerville Road and a nearly five-foot-wide minimum street buffer on Paramount Drive. Although the Somerville Drive section satisfies the minimum criteria set forth in the CSDG, the proposed Paramount Drive section is modified to accommodate an extensive number of utilities present within the right-of-way. These utilities are unique to this frontage because the overhead utilities are consolidated in this location before crossing the CSX rail line.

TRANSIT SERVICE

A bus stop is located at northeast quadrant Redland Road & Somerville Drive, about 400 feet west of the Site, that serves Ride On Routes 57 and 59.

PARKING

The Applicant proposes a minimum of 17 vehicle parking spaces on the Property, including one ADA space. Section 59-6.2.4.B requires 32 parking spaces for the proposed self-storage use and ancillary retail based on the square footage. The Applicant proposes to provide 17 parking spaces and is thus requesting a 15-space parking waiver from the requirements of Section 59-6.2.4.B. of the Zoning Ordinance.

Planning Staff support the parking waiver request for the provision of a minimum of 17 vehicle parking spaces (see justification on page 32 of this report).

The Project's bicycle parking, per Section 59.6.2.C, requires the Applicant to provide 1 long-term space and 1 short-term space. The Applicant will provide bike racks located at the main lobby entrance of Phase 1 that fronts on Paramount Drive; and the long-term space in Phase 2 associated with the ancillary retail.

LOCAL AREA TRANSPORTATION REVIEW

The Applicant submitted a transportation exemption statement that estimates the number of net new vehicle trips that would be generated during the peak hour in the morning and in the evening. Based on the transportation exemption statement, the proposed self-storage and ancillary ground floor retail uses will generate up to 29 net new person trips during morning peak hour and 48 during evening peak hour.

As a project accepted prior to January 1, 2025, the Application is subject to 2020-2024 *Growth and Infrastructure Policy (GIP)*. Because the Project generates fewer than 50 new peak hour person trips, a transportation impact study is not required to satisfy the LATR test. The Site is exempt from providing quantitative auto, transit, bicycle, or pedestrian analyses. As a result, the Project has satisfied the Local Area Transportation Review requirements.

ENVIRONMENT AND SUSTAINABILITY

The Site contains no forests, streams, wetlands, or their associated buffers. Findings for the Preliminary Forest Conservation Plan (FCP) No. F20240710 detailed in Chapter 22A compliance can be found in section 5 of this Staff Report. The Project includes the use of on-site renewable energy (i.e. rooftop solar photovoltaic system(s)) to offset the energy consumed on-site, to create an energy net zero facility. The Project also introduces stormwater management, where none currently exists, and

will provide additional green space and landscaping to promote sustainability and activate the pedestrian environment.

SECTION 4: COMMUNITY CORRESPONDENCE

The Applicant held a meeting on Monday, May 5, 2025, with the Implementation Advisory Committee for the Shady Grove (IAC). As of the date of this Staff Report, Staff has received the following correspondence from the community. The following are questions and responses from Planning Staff:

1. *Development Review Committee (DRC) comments state the Project is not in conformance with Sector Plan.*

When the project was first submitted, Planning Staff had concerns that the proposal did not meet the intent of the Sector Plan, as noted in the DRC comments. However, the Applicant responded by improving the building design and materials and by proposing a retail use option that could be implemented in the future to activate the street and support the mixed-use goals of the Sector Plan. As outlined in the Master Plan section and throughout the report, the project now aligns with the goals of the Sector Plan.

It is common for projects not to meet all approval standards in the early stages of review. Through the collaborative Development Review process, the Applicant addressed the initial concerns, and Staff is now recommending approval to the Planning Board.

2. *The building for Phase 2 is six stories high, which is taller than anything nearby. It would seem much more reasonable to have both structures be only 4 stories tall. This is an even bigger concern when you take into account that the overall structure of both buildings will basically take up the entire site. It will be a huge mass in that area.*

The Sector Plan envisions this area as one that can accommodate larger-scale buildings and more substantial site coverage, helping to establish a new street wall and urban character. The current zoning allows for a maximum height of 120 feet, which remains unchanged under the proposed CRTF-2.75, C-2.75, R-1.5, H-120 zoning designation. This is consistent with surrounding zones, which also permit up to 120 feet in height.

While the proposed Phase 2 building is six stories (approximately 80 feet), it does not reach the maximum allowable height. This approach allows the project to remain compatible with both existing and future development patterns.

The phased development strategy also helps create a more gradual transition between current building types and anticipated future growth. Over time, as other sites redevelop, this building will likely become part of a broader context of similarly scaled structures.

3. *The IAC is worried that this development, while an improvement over the existing structures on the site, greatly decreases the likelihood of mixed-use residential development elsewhere in this block and on the other side of Somerville Drive and Paramount Drive.*

While it is understood that there is a concern about the potential impact on future mixed-use development in the surrounding area, improving the streetscape with new sidewalks and improving open spaces will allow for future developments to connect to what this project will establish. The zoning for surrounding parcels remains unchanged, preserving their potential for future mixed-use projects.

SECTION 5: LOCAL MAP AMENDMENT FINDINGS AND ANALYSIS

Per Section 59-7.2.1.E.2 of the Zoning Ordinance, for a Floating zone application, the District Council must find that the Floating Zone Plan will:

a) substantially conform with the recommendations of the applicable master plan, general plan, and other applicable County plans;

The Subject Property is part of the 2021 *Shady Grove Sector Plan Minor Master Plan Amendment*, which aims to transform the Shady Grove Metro Station area into a mixed-use, pedestrian-friendly environment with attractive streetscapes and public amenities. The Project proposes redeveloping an outdated self-storage facility into a modern one, enhancing the streetscape and setting aside space for future connections. It includes significant improvements like a 16-foot side setback and 4,700 square feet of future open space. The Project aligns with the Sector Plan's goals of incremental infill redevelopment, promoting pedestrian connectivity, and providing flexible ground floor space for potential retail use. The Project will be the first redevelopment in the Metro South neighborhood since the 2006 Sector Plan, contributing to the area's modernization and pedestrian network development.

As stated, the Project substantially conforms to the 2021 *Shady Grove Sector Plan Minor Master Plan Amendment*, as well as the applicable master plan, general plan, and other relevant County plans, as explained in more detail throughout.

b) further the public interest;

The Project will further the public interest and provide a new neighborhood service to the surrounding Metro South neighborhood. The Project will establish streetscape improvements that will allow for future connections as the area develops. Additionally, it incorporates renewable energy systems and cool roof materials to achieve net-zero energy designation. The project will provide new stormwater management facilities where none currently exists and will provide additional green space.

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;

Intent of Floating Zones

Per Section 59-5.1.2. of the Zoning Ordinance, the intent of the Floating zones is to:

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; and***

As discussed in the Master Plan section above, the Project furthers the goals and recommendations of the Sector Plan. The public facilities available in the area will be adequate to accommodate the proposed development. The Project has been designed to complement the future envisioned uses of the community. The proposed redevelopment will not change the Property's use as a self-storage facility. The proposed redevelopment will elevate the exterior façade with attractive and modern finishes and establish a street presence.

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, including open space standards and environmental protection and mitigation; and***

The proposed Floating Zone complies with the maximum floor area ratio prescribed in Section 59-5.3.5.A and will permit desired reinvestment in the existing self-storage facility and future retail. The Project will introduce stormwater management to the Property, where none currently exists, and will provide additional green space and landscaping to promote sustainability and activate the pedestrian environment. The Applicant also proposes a cool roof and solar panels on the self-storage buildings, furthering the sustainability goals of the County.

Ensure protection of established neighborhoods by:

- 4. establishing compatible relationships between new development and existing neighborhoods through limits on applicability, density, and uses;***

5. ***providing development standards and general compatibility standards to protect the character of adjacent neighborhoods; and***
6. ***allowing design flexibility to provide mitigation of any negative impacts found to be caused by the new use.***

The Project aims to ensure that the self-storage with retail is compatible with the existing future neighborhoods by setting limits on applicability, density, and uses. This approach helps maintain the character and integrity of the surrounding areas while accommodating future growth.

To protect the character of adjacent neighborhoods, the Project adheres to specific CRTF development standards and compatibility guidelines. The Project will connect to the existing urban fabric while allowing integration for the future buildouts of the adjacent properties.

The Project incorporates design flexibility with phasing. The Project mitigates any negative impacts by providing justification for the parking waiver and mitigation for the two access points approved by the MCDOT. The phasing flexibility enables the project to adapt their designs to the area over time and connect to the overall compatibility of the future surrounding developments.

[Development Standards](#)

The design of the development will be finalized and reviewed by the Montgomery County Planning Board at the time of Site Plan review. The Project will meet the Development Standards for the CRTF Zone as illustrated in the table below.

Table 1: Development Standards for CRTF-2.75, C-2.75, R-1.5, H-120 Zone

	Required/Permitted	Proposed Phase 1	Proposed Phase 2
Tract Area	112,372 sf (2.56 ac)		
Previous ROW Dedications	20,893 sf (0.48 ac)		
Lot Area	91,479 sf (2.10 ac)		
Maximum Density (59-5.3.5.A.2) Commercial Residential Total	 309,023 (sf) 168,558(sf) 309,023(sf)	C-1.42 (159,640 sf)	C-2.51 (282,040 sf)
Open Space 59-5.3.5.D.1.b / 59-4.5.4.B.1.a	5%	<u>12.1% (11,100 sf)</u>	
Building Height (max.)	120 ft	55 ft	80 ft

Table 2: Parking Requirements for the CRTF-2.75, C-2.75, R-1.5, H-120 Zone*

	Required/Permitted	Proposed Phase 1	Proposed Phase 2
VEHICLE PARKING (min.) 59-6.2.4.B	15 spaces (Phase 1) 32 spaces (Phase 2)	11 spaces	17 spaces ²
ACCESSIBLE 59-6.2.3.B / COMAR 05.02.02	2 spaces	1 space	1 space
LOADING 59-6.2.8.B	2 spaces	2 spaces	4 spaces
Bicycle Parking Section 59.6.2.C			
Long term	1 space	0	1 space
Short Term	1 space	1 space	0

*Final parking counts to be determined at the time of Site Plan.

² The Applicant is requesting an approval of a Parking Waiver to modify Zoning Ordinance Section 59.6.2.4.B, Vehicular Parking Spaces.

d) be compatible with existing and approved adjacent development;

The Project will be compatible with future envisioned Sector Plan goals for the area. The phased approach will allow for the existing adjacent undeveloped properties to integrate into the new streetscape that this project will establish.

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 demonstrates an ability to mitigate such adverse impacts; and

The Project meets the requirements set forth in the 2020-2024 *Growth and Infrastructure Policy*. Mode-specific adequacy tests are not required because the project is not estimated to generate 50 or more net new peak hour person trips (see Transportation Section).

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.

The Subject Property was not previously zoned Residential Detached, therefore this subsection is not applicable.

1. Per Section 59.7.3.1.E., to approve a conditional use application, the Hearing Examiner must find that the proposed development:

- a) satisfies any applicable previous approval on the subject site or, if not, that the previous approval must be amended.**

The conditional use will comply with the requirements of the Floating Zone Plan, which has been submitted concurrently with the conditional use plan. The Subject Property is not subject to any other previous approvals.

- b) satisfies the requirements of the zone, use standards under Article 59-3, and to the extent the Hearing Examiner finds necessary to ensure compatibility, meets applicable general requirements under Article 59-6;**

i. Use Standards

A self-storage use is allowed as a conditional use in the CRTF Zone. Article 59-3 does not include any specific use standards.

ii. Development Standards

See Table 1 and 2 for Development Standards and Parking Requirements for the CRTF-2.75, C-2.75, R-1.5, H-120 Zone.

iii. General Requirements of 59-6

1. Access- 59-6.1

Pursuant to Section 59.6.8.1 of the Zoning Ordinance, the Petitioner is requesting approval of an alternative method of compliance for the site access requirements in Division 59.6.1, to allow the two existing vehicular access points to the Subject Property to remain. Specifically, Section 59.6.1.4.E requires for non-residential roads, that “a vehicle must access a corner lot with only one driveway...” The Subject Property currently has two essential driveways that have served the Site for over the past 40 years. The Applicant is seeking to retain the two existing access points, in order to provide safe and adequate internal vehicular circulation. These two access points are also essential to support the retail use, if provided, in the Phase 2 building. The secondary access along Somerville Drive allows for access to on-site loading near

the retail uses (if provided), without having to drive through the covered self-storage facility from Paramount Drive.

Proposed Modifications:

- Slight relocation of the curb cut on Paramount Drive to align with the opposite driveway and increase separation from the adjacent driveway.
- Narrowing the radii and providing a flush pedestrian crossing.

Justification for Waiver:

i. Satisfy the intent of the applicable Division:

The intent of Division 59.6.1 is to ensure safe and convenient circulation for vehicles, bicycles, and pedestrians, and to reduce traffic congestion. The proposed alternative method of compliance allows vehicular access from both Somerville Drive and Paramount Drive, which is important for the self-storage facility that frequently requires visits by large vehicles. These dual access points improve safety by minimizing internal turning and backup maneuvers and reduce the need for additional impervious areas. Additionally, the secondary access point on Somerville Drive supports potential future ground floor retail use, providing direct access for loading activities.

ii. Modify the applicable functional results or performance standards the minimal amount necessary to accommodate the constraints:

Meeting the standard in Section 59.6.1.4 without the proposed alternative would compromise the operations of the self-storage facility and potential future ground floor retail. The Applicant seeks to maintain the existing two access points, with modifications to meet current County requirements.

iii. Provide necessary mitigation, alleviating any adverse impacts:

Retaining two access points will not cause any adverse impacts. Instead, the alternative method of compliance will provide safer onsite circulation and loading, preventing impacts on the surrounding roadway network. Specifically, the proposed changes include slightly relocating the curb cut on Paramount Drive to align with the entrance on the opposite side of the street and improving the curb cuts to meet design standards per MCDOT.

iv. *Be in the public interest:*

The proposed alternative method of compliance is essential for maintaining adequate loading and circulation on the Subject Property, facilitating its redevelopment. The proposed self-storage facility will better meet the needs of the surrounding community, provide a new safe streetscape, and the two access points are important for the success of the future ground floor retail use. Therefore, approval of this alternative method is in the public interest.

Planning Staff supports the request for Alternative Compliance to retain the two existing access points with modifications.

2. *Parking, Queuing and Loading-59-6.2*

The Applicant requests approval of a Parking Waiver to modify Zoning Ordinance Section 59.6.2.4.B, Vehicular Parking Spaces. To grant the Parking Waiver, the Hearing Examiner must find that the design satisfies Section 59.6.2.1, ensuring adequate parking in a safe and efficient manner.

This Proposed Project is required to provide 32 parking spaces for the self-storage facility, or up to 32 if neighborhood-serving retail is provided. The conditional use proposes 17 parking spaces, seeking a 15-space waiver.

Additionally, the Applicant proposes four loading spaces, which function as parking spaces, for a total of 21. These spaces are sized to meet loading design standards, reducing the total number of spaces.

Retail on this Site is challenging under current market conditions, but the ground floor of the Phase 2 building is designed as flexible space for future retail. No parking is devoted to the future retail use, however, ample right-of-way allows for on-street parking.

The Applicant is confident that the proposed parking will be sufficient to meet demand and ensure the facility's success.

Planning Staff supports the request for a Parking Waiver to provide 17 vehicle spaces and four loading spaces.

3. *Open Space*

Pursuant to Sections 59.5.3.5.D.2.b and 59.4.5.4.B.1.a, based on the Subject Property's Tract area and number of existing/proposed right-of-way frontages, 5% of the net lot area must be provided as public open space. In accordance with this requirement, the Project exceeds the minimum public open space

requirement by providing 12.1% (11,100 square feet). The Open Space is primarily located near the building entrance on Paramount Drive (see Figure 12).

c) *substantially conforms with the recommendations of the applicable master plan;*

As stated in the Sector Plan section of this report, the Project substantially conforms with the recommendations of the 2021 *Shady Grove Sector Plan Minor Master Plan Amendment*.

d) *is harmonious with and will not alter the character of the surrounding neighborhood in a manner inconsistent with the plan;*

The Project will continue to operate as a Self-Storage facility and the expanded use and accompanying improvements will remain compatible with the neighborhood's surrounding commercial and industrial uses. Importantly, the redevelopment will bring the Subject Property into conformance with the County's goals, as expressed through the Sector Plan. Through the proposed reinvestment, the Applicant seeks to enhance and modernize the existing use and allow for the opportunity of active use at the street level in the future.

e) *will not, when evaluated in conjunction with existing and approved conditional uses in any neighboring Residential Detached zone, increase the number, intensity or scope of conditional uses sufficiently to affect the area adversely or alter the predominantly residential nature of the area; a conditional use application that substantially conforms with the recommendations of a master plan does not alter the nature of an area;*

The Subject Property is located within the Metro South neighborhood and is surrounded by existing commercial and industrial properties. The surrounding neighborhood aligns with the Metro South delineation in the Sector Plan and is bounded by the CSX tracks to the north, Redland Road to the west, Frederick Road to the south, and Paramount Drive to the east. The proposed conditional use, which will allow for the continuation of an existing self-storage use, will not affect the surrounding area adversely or alter the nature of the surrounding area, which is commercial and industrial.

f) *will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public facilities. If an approved adequate public facilities test is currently valid and the impact of the conditional use is equal to or less than what was approved, a new adequate public facilities test is not required. If an adequate public facilities test is required and:*

- i. *if a preliminary subdivision plan is not filed concurrently or required subsequently, the Hearing Examiner must find that the proposed development will be served by adequate public services and facilities,***

including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage, or

- ii. ***if a preliminary subdivision plan is filed concurrently or required subsequently, the Planning Board must find that the proposed development will be served by adequate public services and facilities including schools, police and fire protection, water, sanitary sewer, public roads, and storm drainage, and***

A Preliminary Plan of Subdivision is not required, and Staff has determined that there are adequate public services and facilities to serve the proposed use as described below.

1) ***Transportation***

The Project meets requirements for master planned roadways and bikeways. No dedication is required because the Project's right-of-way meets minimum 70-foot wide right-of-way for Paramount Drive and an 80-foot wide right-of-way for Somerville Drive, per MPOHT requirements³. It meets the 2020-2024 GIP requirements mode-specific adequacy tests for any project not estimated to generate 50 or more net new peak hour person trips. As a result, the Local Area Transportation Review is satisfied without further analysis.

2) ***Other Public Facilities***

The proposed conditional use will be served by adequate public facilities including police and fire protection, water, sanitary sewer, public roads, and storm drainage. The Project contains no residential use and as such, will have no impact on public school capacity.

g) will not cause undue harm to the neighborhood as a result of a non-inherent adverse effect alone or the combination of an inherent and a non-inherent adverse effect in any of the following categories:

- i. ***the use, peaceful enjoyment, economic value or development potential of abutting and confronting properties or the general neighborhood;***
- ii. ***traffic, noise, odors, dust, illumination, or a lack of parking; or***
- iii. ***the health, safety, or welfare of neighboring residents, residents, visitors, or employees.***

³ Previous ROW Dedications include a total of 20,893 sf (0.48 ac) and Project reference Plat No. 10829

The Zoning Ordinance defines inherent adverse effects, as adverse effects that are created by the physical or operational characteristics necessarily associated with the particular Conditional Use, irrespective of its physical size or the scale of its operations. The Zoning Ordinance states that inherent adverse effects alone do not constitute a sufficient basis for denial of a conditional use and must be evaluated in combination with non-inherent adverse effects. Non-inherent adverse effects are defined as adverse effects that arise from physical and operational characteristics that are not necessarily associated with the particular conditional use, or adverse effects that are created by unusual characteristics of the site.

The Applicant is proposing to replace and expand the self-storage use on the Subject Property. Each of the following inherent effects of the proposed conditional use will continue to be acceptable and appropriate for the proposed location:

- Buildings and Structures: The Project will enhance the appearance of the Subject Property by improving its presence along both Somerville Drive and Paramount Drive through the construction of new self-storage facilities.
- Parking: After considering the Applicant's requested Parking Waiver, sufficient on-site parking will be provided to accommodate all users of the Property and ensure the Project does not impact adjacent properties. On-site parking has been strategically located to be screened from view following Phase 2 construction.
- Site Generated Traffic: The Applicant's transportation exemption statement confirmed that the Project will result in fewer than 50 new net peak hour person trips. The Applicant seeks to retain the two existing access points to the Property, in their same approximate location. These access points will be improved to prioritize pedestrian circulation by narrowing the curb radii to the extent practicable and creating a flush sidewalk crossing.

There are non-inherent adverse effects associated with the proposed conditional use due to the Parking Waiver and Alternative Compliance for the two access points. However, the proposed conditional use will not cause undue harm to the surrounding neighborhood and will not interfere with the use or enjoyment of the surrounding properties.

PRELIMINARY FOREST CONSERVATION PLAN NO. F20240710

All Forest Conservation Law, Chapter 22A requirements are satisfied.

The Application satisfies all the applicable requirements of the Forest Conservation Law, Montgomery County Code, Chapter 22A and is in compliance with the Montgomery County Planning Department's Environmental Guidelines.

Natural Resource Inventory/Forest Stand Delineation

Natural Resources Inventory/Forest Stand Delineation No. 420241430 was approved on March 14, 2024. The Property includes no streams, stream buffers, wetlands, forests, or other environmental features. The Subject Property is in the Rock Creek Watershed, a Use Class I stream. The NRI/FSD identifies areas of steep slopes 25% and greater located primarily on the northern and eastern boundaries, and off-site. The Subject Property does not contain specimen trees. There are no known occurrences of rare, threatened, or endangered species on the Property.

Environmental Guidelines

The Application is in conformance with the Environmental Guidelines as it does not contain any streams, wetlands, forests, or their associated buffers.

Forest Conservation Plan

Preliminary Forest Conservation Plan No. F20240710 has been submitted with Local Map Amendment Application H-157 and Conditional Use No. CU202501, Paramount Self Storage.

The Subject Property is requested to be rezoned CRTF-2.75, C-2.75, R-1.5, H-120 and is classified as Mixed-Use Development Areas as defined in Section 22A-3 of Chapter 22A of the Montgomery County Forest Conservation Law (FCL) and specified in the Trees Technical Manual. This results in an afforestation requirement of 15% of the net tract area and a conservation threshold of 15%. The Net Tract Area is 2.49 acres, including 2.10 acres tract area and 0.49 acres of off-site disturbance. There is no forest on the site; therefore, the forest mitigation requirement is for 0.37 acres of afforestation.

The Applicant proposes to fulfill their forest conservation mitigation via forest banking if available. Otherwise, the requirement will be met via fee-in-lieu.

SECTION 6: CONCLUSION

The Subject Applications meet all of the requirements established in the Zoning Ordinance and Chapter 22A Forest Conservation Law and substantially conform to the recommendations of the 2021 *Shady Grove Sector Plan Minor Master Plan Amendment*. Therefore, Staff recommends approval of the Local Map Amendment, Preliminary Forest Conservation Plan, and Conditional Use applications, with the conditions specified at the beginning of the Staff Report.

ATTACHMENTS

Attachment A: Forest Conservation Plan

Attachment B: Agency Letters

Attachment B

Date 02/07/2025

CU202501/H157-Paramount Self Storage LLC

MCDOT Reviewer: Deepak Somarajan

MNCPPC Reviewer: Troy Leftwich

deepak.somarajan@montgomerycountymd.gov

240-777-2194

We will not be preparing a formal letter for this plan in an effort to improve our responsiveness and streamline development reviews. These comments reflect MCDOT's official comments on this Plan.

Significant Comments: These comments shall be addressed at the preliminary plan:

1. Paramount Drive:
 - Per the Masterplan of Highways, this roadway is classified as a Town Center Street, with a proposed right-of-way of 70 feet and 2 travel lanes.
 - Dimension the right-of-way and provide a roadway cross-section to include a street buffer and a default 10-ft sidewalk.
 - The roadside ditch south of the proposed driveway should be filled in entirely, including the one extending into the adjacent property and on the other side of the existing driveway (adjacent property) within the right-of-way.
 - The proposed sidewalk should be extended and connected to the existing sidewalk across the street with handicap ramps.
2. Somerville Road:
 - Per the Masterplan of Highways, this roadway is classified as Town Center Street, a proposed right-of-way of 80 feet with 2 travel lanes.
 - Dimension the right-of-way and provide a roadway cross-section to include a street buffer and a default 10-ft sidewalk.
3. The plan shows a portion of the sidewalk near the proposed driveway on Paramount Drive outside the right-of-way. If additional dedication is required to include the sidewalk in the right-of-way, then the applicant shall provide the necessary dedication.
4. Per the Master Plan, the proposed streets in the Metro South neighborhood (B-9) could be public or private streets or linear open space. We agree with MNCPPC that a linear open space would comply with the master plan and defer to them for comments.
5. Is the applicant undergrounding the utilities along the frontage?
6. Proposed Driveways:
 - Paramount Drive: The centerline of the proposed driveway shall align with the centerline of the existing driveway across the street. The existing guy wire could be relocated to align the driveway.
7. Sight Distance:
 - The sight distance is an issue due to the parked vehicles along the roadway for both the proposed driveways. Submit a completed, executed MCDOT Sight Distances Evaluation certification form for all existing and proposed site

Attachment B

entrances onto County-maintained roads for our review and approval. Please refer to the new sight distance form: <https://www.montgomerycountymd.gov/dot-dir/Resources/Files/SightDistanceForm.pdf>.

8. Storm Drain Analysis:

- Submit a storm drain study for the portion of the subject site draining to the Montgomery County public storm drain system.
- Please refer to the storm drain checklist:
<https://www.montgomerycountymd.gov/dot-dir/Resources/Files/StormDrainRevChecklist.pdf>

9. **Transportation Demand Management (TDM) Plan Requirements:**

TDM provisions of County Code 42A-26 apply to this development application. As per the county code, an owner or applicant for a development located in a District in a Red Policy Area must submit a Level 3 Project-based TDM Results Plan for a project with more than 40,000 gross square feet (gsf).

The Paramount Self Storage LLC project, located in the Greater Shady Grove TMD and Red Policy Area, proposes to develop more than 40,000 gsf. The Project includes approximately 282,040 total square feet and is expected to have up to 2 employees on-site at any given time and as demonstrated on the Traffic Statement, the Project will result in fewer than 50 net new peak hour person trips (as compared to the existing conditions).

In view of this fact, as cited in the TDM provisions of County Code 42A-26 (b) (5), a project with a gross square feet size disproportionate to its impact on traffic (e.g. large floor area warehouses with lower impacts) may be required to adhere to a Project-based TDM Plan Level lower than otherwise required by its size and location. Hence, we are recommending a Level 1 TDM Basic Plan subject to the approval of the MCDOT director.

A Level 1 Basic Plan must include the following:

- Appointment of Transportation Coordinator (a person to work with MCDOT and TMD representatives to assist with the Department's efforts to achieve the NADMS and other commuting goals)
- Notification of the Transportation Coordinator's contact information and any changes to the information.
- Access to the Project (owner must provide space on-site by prior arrangement with MCDOT or TMD representatives to allow the Department to promote TDM)
- TDM Information (TDM-related information must be placed in a location visible to displayed in a location(s) visible to employees and other project users.)

The Plan must be submitted to and approved by MCDOT prior to issuance of any building permit by the Department of Permitting Services.

The Applicant shall coordinate with MCDOT Commuter Services Section (CSS) staff: Samuel Damesa at Samuel.Damesa@montgomerycountymd.gov or (240) 777-8384 and James Carlson at James.Carlson@montgomerycountymd.gov or (240) 777-8382 to implement the aforementioned recommendations of the Transportation Demand Management (TDM) plan for the new development project.

10. If a Preliminary Plan is required, pay the Montgomery County Department of Transportation plan review fee in accordance with Montgomery County Council

Attachment B

Resolution 16-405 and Executive Regulation 28-06AM (“Schedule of Fees for Transportation-related Reviews of Subdivision Plans and Documents”).

11. Design all access points and alleys to be at-grade with the sidewalk / sidepath, dropping down to street level between the sidewalk / sidepath and roadway.
12. We support the MNCPPC’s recommendation to underground utilities.
13. The applicant is responsible for relocating utilities along existing roads to accommodate the required roadway improvements.