

LAND USE REPORT

495 Movers at 12330 Parklawn 12330 Parklawn Drive, Rockville, MD Local Map Amendment

This Land Use Report is submitted by 495 Movers, Inc. (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, vehicular-oriented self-storage use on the property, located at 12330 Parklawn Drive in Rockville, Maryland (the "Property"), with modern self-storage facility that will accommodate the needs of this growing local business.

As discussed in greater detail below, the Property is located in an industrial district, surrounded by other industrial zoned land within the *2009 Approved and Adopted Twinbrook Sector Plan* (the "Sector Plan"). The Sector Plan recommended retention of the industrial district but modified the I-4 zone (which the Property was located in) to, among other things, increase development flexibility. The Property was subsequently re-zoned to the IL-1.0 H-50' Zone in connection with the 2014 District-wide Map Amendment No. G-956. Consistent with the recommendations of the Sector Plan, the Applicant is proposing to re-zone the Property to an Industrial, Light Floating Zone, to allow for sufficient density to accommodate reinvestment and redevelopment of this aging facility with a high-quality, modern development. (The "Project"). Specifically, the Applicant is seeking to rezone the Property to the Industrial Light Floating zone ("ILF") – ILF-2.25, H-50'.

The Project will significantly improve the existing conditions on the Property and replace this the existing, vehicular-oriented self-storage use with a high-quality, modern industrial development that will support the growing needs of 495 Movers (a strong and well-respected, local moving company), while also advancing the County's urban design objectives. As demonstrated herein, the Project will satisfy all applicable standards of the Zoning Ordinance and substantially conform to the goals and recommendations of the *2009 Approved and Adopted Twinbrook 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. BACKGROUND

A. Petitioner

495 Movers, Inc. was founded in 2009, by two best friends, who both started out on the back of a moving truck as helpers and grew to open their own moving company. The business started with just three employees and one truck. 495 Movers has grown from a small business into one of the most respected moving companies in the DMV area, which provides essential support for households and businesses. 495 Movers completes over 1,000 moves in Maryland each year and is a strong local employer, employing between 50-90 employees (depending on the season).

495 Movers has identified a growing demand for their customers as their operations have expanded. While 495 Movers has been initially reliant on third-party storage providers to meet

this customer need, those third-party provider options are limited. So for the long-term success of their business, 495 Movers has determined that they need to be able to serve that need for their customers directly, at their own facilities. The redevelopment of this Property will allow them to do so.

B. Prior Approval

The Montgomery County Planning Board approved Preliminary Plan No. 1-74083 titled Washington-Rockville Industrial Park, to create a single lot of record under the previous I-1 zone.

II. Property Description

A. Site Location and Existing Conditions

The Property is located along Parklawn Drive, approximately 475 feet southeast of its intersection with Wilkins Avenue. The Property is an irregular shaped lot that has an angled boundary along the western property line. The Property is more particularly known as Lot 5, Block F in the "Washington Rockville Industrial Park" subdivision, as recorded among the Montgomery County Land Records ("Land Records") at Plat No. Plat 10883 and is comprised of approximately 38,935 square feet (or approximately 0.894 acres) of land area. Including prior right-of-dedications, the Property has a gross Tract area of approximately 45,617 square feet (or 1.05 acres).

The Property currently is improved with a series of one-story exterior accessed storage buildings. According to the Maryland State Department of Assessments and Taxation ("SDAT") records, the existing buildings were developed circa 1975 and collectively, have approximately 16,091 square feet of above grade floor area. Specifically, the existing facility consists of four separate storage structures with interior vehicular circulation and parking. The existing structures may remain in their existing condition. However, these structures fail to activate and engage the street, with what is otherwise a long blank wall along this frontage (with solid metal doors). The façade is stark and uninviting with red painted CMU and solid metal doors. There are no streetscape improvements along either of the Property's frontages and the aging, existing facility is largely impervious and does not provide any known stormwater management. Importantly, the exiting facility does not provide the storage solutions needed to meet 495 Movers' customer needs.

As discussed further below, the Applicant is proposing to raze the existing structures on-site to improve the Property with a modern facility. The proposed building will feature high-quality building materials, fenestration, and architectural elements to foster visual interest along the street frontage. The Applicant also proposes streetscape improvements to further improve the pedestrian environment.

B. Zoning and Permitted Uses

As shown on the certified zoning map, submitted concurrently with this Report, the Property is currently zoned IL-1.0, H-50' and is located within the Twinbrook Overlay zone. Pursuant to Section 59.3.1.6 of the Zoning Ordinance, self-storage is a permitted use in the IL Zone. The Applicant is seeking approval of a Local Map Amendment to rezone the Property to a Light Industrial Floating (ILF) zone, which will allow for reinvestment in this existing industrial

use and support this local business, in furtherance of the Sector Plan’s vision for this area. Sections 59.5.5.3 and Section 59.3.1.6 of the Zoning Ordinance, Self-Storage is a Permitted Use in the ILF zone.

C. Surrounding Zoning and Land Uses

The Property is located on the western side of Parklawn Drive in an industrial district. The Property's immediate surroundings are more specifically described as follows:

- North: Abutting the Property to the north is an approximately 2 acre site zone IL-1.0, H-50’, developed with a 2 to 3-story, biotech and office building with surface parking up along Parklawn Drive.
- South: Abutting the Property to the south is an approximately 0.82 acre site zoned IL-1.0, H-50’ and improved with a 1975 brick office building.
- East: Confronting the Property to the east, across Parklawn Drive, are a mix of uses, including a low-rise office building, self-storage facility, flooring sales company, and associated surface parking, all zoned IL-1.0, H-50’.
- West: Abutting the Property immediately to the west is an approximately 1.01 acre site, zoned IL-1.0, H-50’, and improved with a 2-story building housing a towing and vehicle recovery company.

III. Proposed Development

The Applicant is proposing to re-zone the Property to the ILF-2.25, H-50’ Zone, to accommodate redevelopment of the existing, aging, vehicular-oriented self-storage facility with a modern building. The Project will activate and enhance the Property’s external street frontages both through the building design and streetscape improvements. The Project will continue the self-storage use of the Property, but allow for needed additional density to support the Applicant’s growing local business.

Recognizing the important service that industrial zoned land provides in the County, the Sector Plan recommended the retention of this industrial district. The proposed use, which will remain unchanged, will continue to be compatible with the industrial surroundings but the redevelopment will also allow the Applicant to bring the Property into conformance with the County’s urban design goals. The Property is an excellent site for this use and will allow the Applicant to continue to provide necessary services to support the County’s residential and business communities.

Specifically, the Applicant is proposing to comprehensively redevelop the aging, industrial looking self-storage buildings on the Property with a new four-story plus cellar building containing up to 102,638 square feet of gross floor area (plus 27,000 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 and loading has been strategically located within the footprint of the proposed building, so as to be largely

concealed. The proposed redevelopment will also provide significant environmental benefits by providing stormwater management, where none currently exists.

A. Architecture and Site Design

Through this rezoning, the Applicant seeks to reinvest in the existing Property. The Project will improve the site design and the relationship of the building with the street. The building has been strategically located to define the pedestrian environment. Although the building design will be finalized at time of Site Plan, it is envisioned to include articulated facades with ample transparency. The Project also locates a small office space along the streetscape, to provide both visual porosity and physical activity along the street. The building architecture has been designed to breakdown the building's overall massing and create pleasing proportions. 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. Locations with critical sightlines have expressed architectural features with increased amounts of glazing and internal illumination. The proposed building will have a maximum height of up to 50' (or four stories plus cellar). As demonstrated by the Floating Zone Plan, the building height will remain compatible with the surrounding neighborhood. This architectural design, along with the building location and proposed streetscape improvements (discussed herein), will help define and engage the adjacent streetscape. Collectively, these improvements will dramatically improve the industrial, existing conditions into a more modern, urban environment. These design elements are detailed and shown on the architectural plans submitted concurrently with this Statement.

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 3,894 square feet amenity open space. Amenity open space is defined as "an outdoor area providing recreational and natural amenities for the use and enjoyment of employees and visitors." (See Section 6.3.7.A.2). The design and location of the open space will be finalized at time of Site Plan but currently is anticipated to be located at the rear of the site, to serve as a respite for employees, incorporating outdoor 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 102,638 total square feet of gross floor area (excluding cellar) and is expected to have up to two (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 10 parking spaces on-site. The Project also provides three (3) loading spaces, in excess of the code requirements of Section 59.6.2.8. Given the unique operations, which will largely be

in the control of the Applicant (as opposed to individual users in a traditional self-storage facilities), the Applicant feels confident that more than adequate parking will be provided to accommodate all users of the Property. The Applicant will seek approval of a parking waiver at time of Site Plan. The parking and loading has been strategically located within the building footprint, so as to largely obscure vehicles and loading activity from view of the street.

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 exists 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. 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 and Preliminary Forest Conservation Plan

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.42026077E) was prepared for the Property and approved on November 21, 2025. The NRI/FSD demonstrates that there are no forested areas directly onsite. A Forest Conservation Plan Exemption was concurrently approved by Staff via letter dated November 21, 2025. As confirmed by Staff, the Project is exempt from Article II, Chapter 22A by meeting the requirements of Section 22A-5(S)(2) of the Code.

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.

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 30 net new peak hour vehicle trips (as compared to the existing conditions). The existing self-storage facility generates one (1) AM peak hour vehicle trips and two (2) PM peak hour vehicle trips. The proposed self-storage facility generates a total of nine (9) AM peak hour vehicle trips and 15 PM peak hour vehicle trips, resulting in only eight (8) AM net new peak hour vehicle trips and 13 PM net new peak hour vehicle 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.

IV. Proposed Operations

While the proposed use is classified as “self-storage” under the Zoning Ordinance, this is not a traditional self-storage operation. Rather, this facility will primarily be used by the Applicant for their customers, to support this thriving local business. Initially, it is anticipated that a portion of the storage facilities will be open to the general public but as 495 Movers’ business continues to grow in the coming years, the Applicant anticipates that this facility will ultimately be used exclusively by their customers.

V. Sector Plan Conformance

A. Sector Plan Conformance

The Property is located within the boundaries of the *2009 Approved and Adopted Twinbrook Sector Plan*. Specifically, the Property is located in the “Light Industrial Area” of the Sector Plan, more particularly, Area 9. The Sector Plan recommends retaining the industrial zoning

for this district, recognizing the important services this industrial land provides to the Twinbrook area and central part of Montgomery County. (See page 42).

Previously, the 1992 plan rezoned these industrial properties from I-1 to I-4, to limit office encroachment. However, the Sector Plan recognized that the I-4 zoning, while successful in limiting office encroachment (as compared to the prior I-1 zoning), contained development standards that limit owners of smaller properties from being able to upgrade and expand their businesses. (See page 43). The Sector Plan wanted to maintain the industrial uses in this area but provide “an opportunity for businesses to evolve in place.” The Sector Plan recognized that the minimum one acre lot size in the I-4 zone, along with setback, green space and parking requirements, were really oriented toward creating a pattern of large lots in an industrial park. (See page 43). Given the small lot sizes in this industrial area, the Sector Plan recognized that development standards limited building potential in this area, given the smaller sites. To address these constraints, the Sector Plan recommended modifications to the I-4 Zone development standards that would “allow urban development patterns and small business development.” (See page 43). The problem is that these modifications did not go far enough to achieve the Sector Plan’s goals, given the density limitation (*i.e.* 1.0 FAR).

While the FAR limitation carried forward with the County’s District-wide Map Amendment, which re-zoned the Property to the IL-1.0, H-50’ zone, the Council also created a new mechanism with the corresponding zoning ordinance re-write that would allow for increased density on industrial lots, through a Floating Zone. The proposed LMA is designed to accomplish the Sector Plan’s goal of retaining industrial properties and allowing this local business to remain and evolve in place. The Applicant seeks to retain the industrial zone classification of the Property and retain the long-standing use, but allow for increased density that will allow this small business to evolve and meet the needs of its customers.

Additionally, the Sector Plan encourages “redevelopment projects [in the industrial areas] to contribute to the area’s environmental and urban design goals, including accommodating stormwater management.” (See page 43). Toward this end, the LMA will allow the Applicant to create a more urban development pattern on the Property. As discussed herein, the Project will better define, engage and activate the streetscape through its building placement, design and streetscape improvements. Additionally, the Project provides stormwater management, where no known stormwater management currently exists.

B. Design Guidelines

The Property is subject to the *June 2010 Approved Twinbrook Urban Desing Guidelines*. (The “Design Guidelines”). The Design Guidelines recognize that “[s]treets are the most important open space element in defining the public realm.” (See page 14). The Design Guidelines recommend using “building facades to create a comfortable pedestrian environment along streets,” and toward this end, seek to minimize “driveway cuts along major pedestrian routes.” (See page 7). As discussed herein, the Project will improve vehicular access by consolidating the two existing curb cuts into one. The Project also proposes streetscape improvements that will improve pedestrian circulation within the Sector Plan area. Currently, there is only a 5 foot sidewalk, with

no separated lawn panel from the roadway. The Project seeks to widen the sidewalk to 10 feet and create a 6 foot landscape buffer, with street trees, to improve the pedestrian level of comfort.

For the Industrial Districts, the Design Guidelines note that “new construction should preserve and enhance existing and potential light industrial uses.” As noted herein, the LMA seeks to maintain the long-standing self-storage use of the property. The Design Guidelines seek to allow for buildings, streets and open spaces “that meet the needs of light industrial businesses,” and recommend that new development accommodate large and small businesses. (See page 33). The proposed LMA will allow the Applicant to redevelop the existing, aged self-storage facility, which is too small to meet the Applicant’s business needs, with a larger and more modern facility.

VI. 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 V of this Report, the Project furthers the goals and recommendations of the Sector Plan. This Local Map Amendment seeks to rezone the Property to a floating zone to accommodate reinvestment in the existing property. Specifically, the LMA proposes to keep the industrial zone classification for the Property, consistent with the recommendations of the Sector Plan to retain this important light industrial district. Importantly, the proposed Industrial Light Floating Zone will facilitate the expansion of this long-standing self-storage facility, to allow the Applicant to remain and expand its community serving business.

As discussed above in Section III.D, the public facilities will be more than adequate to accommodate the proposed development. The Project will not generate more than 30 net new vehicle trips and as such, is exempt from LATR. There is no residential component to the Project, as such, public schools will not be impacted by this Application.

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 proposed LMA will allow an increase in density, which allows the Applicant to reinvest in the existing Property, while accommodating the Property's small size. The rezoning flexibly responds to the changing planning trends that have occurred since the Sector Plan was adopted, where there is now a need for more urban format industrial uses. Toward this end, the proposed Application allows the Applicant to adequately respond to the current demand by providing additional, much-needed storage opportunities, in a modern facility, to serve its customers. The proposed Floating Zone complies with the maximum floor area ratio ("FAR") prescribed in Section 59.5.3.5.A and will permit desired reinvestment in the existing self-storage facility. As noted herein, the height of the zone will remain unchanged at 50' and continue to be compatible with its surroundings. Finally, the Project will provide environmental improvements by introducing stormwater management (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 redevelopment will not change the Property's long-standing use as a Self-Storage facility. Instead, the proposed modifications will transform the existing, aged, vehicular-oriented self-storage use into an attractive and modern facility. This modernization allows the Applicant to meet the needs of its growing business, and in-turn, meet the needs of the surrounding residential and business communities.

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 IL 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 a 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 has been carefully designed to ensure the building heights and massing promote the County’s goals, and will continue to be compatible with the industrial district within which it is located.

B. Development Standards

Based on the pre-existing Euclidean Zone and the Property Tract area of approximately 1.05 acres, Section 59.5.5.5 of the Zoning Ordinance permits a maximum total density under a Floating Zone of up to 2.50 FAR. The proposed total density of 2.25 FAR is within the maximum density allowed by the Zoning Ordinance.

As demonstrated below, the Project complies with the development standards for the IMF 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	2.50 FAR	2.25 FAR
Section 59.5.5.5.B	Height	Established by the Floating Zone Plan	Up to 50 Feet
Section 59.5.5.5.B	Setbacks (minimum)		
	Front Site Boundary	Established by the Floating Zone Plan	10 feet
	Rear Site Boundary	Established by the Site Plan Approval Process	5 feet
	Side Site Boundary	Established by the Site Plan Approval Process	5 feet
Section 59.5.5.5.C	Minimum Lot Size	Established by the Site Plan Approval Process	1.05 acres

Section 59.5.5.5.D.2.; Section 59.4.8.3.A.1	Minimum Open Space	10%	10% (3,894 sf)
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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)	10 spaces
	Loading Spaces	2 spaces (min)	3 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	Not Applicable as only structured parking is provided on-site.
	Tree Canopy	25% at 20 years of growth	Not Applicable as only structured parking is provided on-site.
	Perimeter Planting Width	6 Feet	Not Applicable as only structured parking is provided on-site.
	Perimeter Planting Height	3 Feet	Not Applicable as only structured parking is provided on-site.

VII. 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 V 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, by supporting this important local business. As noted herein, this LMA is needed to accommodate the Applicant’s growing business, so they can continue to provide these important moving services to the surrounding residential and business communities. The Project addresses these operational needs through additional Self-Storage capacity. The Project maintains and strengthens the County’s vision for this light-industrial district.

- 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. 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 surrounded generally by a mix of commercial and light industrial uses. The Project proposes to transform the existing, aging, industrial self-storage use, into a high-quality self-storage facility that will revitalize the Property, and represent a significant improvement within the surrounding context. Redevelopment of the aging facility prioritizes activation of the streetscape through strategic siting of proposed the building and implementation of high-quality architectural elements along public-facing facades.

- 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 30 net new peak hour vehicle 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.

VIII. 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.