

Montgomery Planning

PARAMOUNT SELF STORAGE

SKETCH PLAN NO. 320260010 & SITE PLAN NO. 820260040
FOREST CONSERVATION PLAN NO. F20240710



Description

Construct a new Self Storage Facility, with two new buildings, and associated parking, lighting, and landscaping.

COMPLETED: 2/27/2026

PLANNING BOARD HEARING DATE: 3/12/2024

MCPB ITEM NO. 09

Montgomery County Planning Board
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LOCATION/ADDRESS

15750 Paramount Drive, Rockville

MASTER PLAN

2021 Shady Grove Sector Plan Minor Master Plan
Amendment

ZONE

CRTF-2.75, C-2.75, R-1.5, H-120'

PROPERTY SIZE

2.1 Acres (91,476 sq. ft.)

APPLICANT

Paramount Self Storage, LLC

ACCEPTANCE DATE

November 12, 2025

REVIEW BASIS

Chapters 50, 59, and 22A

Summary:

- The Property consists of an existing one-story Self Storage Facility.
- The Applicant obtained approvals for Local Map Amendment LMA H- 157 and Conditional Use CU 25-01.
- Proposal to construct two new buildings, one 4 stories and one 6 stories, for a Self Storage Facility consistent with the approved LMA and Conditional Use in two phases.
- The Applicant has filed a Sketch Plan and Site Plan along with Forest Conservation Plan to be considered together.
- Staff Recommends approval with conditions for the Sketch Plan No. 320260010, Site Plan No. 820260040 and Forest Conservation Plan No. F20240710.

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SECTION 1: EXECUTIVE SUMMARY

The Property consists of an existing one-story Self Storage Facility. In 2025, the District Council approved Local Map Amendment (LMA) H-157 to change the zone from CR-2.0, C-0.5, R-1.5, H-120 to CRTF-2.75, C-2.75, R-1.5, H-120, and the Office of Zoning and Administrative Hearings (OZAH) approved Conditional Use No. CU 25-01 for a Self Storage Facility. The Applicant is proposing a new Self Storage Facility use consistent with the LMA and the Conditional Use approvals to replace the existing Self Storage Facility.

SECTION 2: RECOMMENDATIONS AND CONDITIONS

SKETCH PLAN 320260010

Staff recommends approval of Paramount Self Storage, Sketch Plan No. 320260010, for up to 282,040 square feet of density on approximately 2.1 acres, zoned CRTF-2.75, C-2.75, R-1.5, H-120', in the 2021 *Shady Grove Sector Plan Minor Master Plan Amendment*. The following site development elements are binding under Section 59-7.3.3.F:

1. Maximum density and a height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements of the Sketch Plan are illustrative and subject to refinement at the time of Site Plan.

This approval is subject to the following conditions¹:

1. **Density**
The Sketch Plan is limited to a maximum of 282,040 square feet (2.51 FAR) of total non-residential development.
2. **Height**
The development is limited to a maximum height of 80 feet, as measured from the building height measuring point to be illustrated on the Certified Site Plan.

¹ For the purposes of these conditions, the term "Applicant" shall also mean the developer, the owner or any successor (s) in interest to the terms of this approval.

3. Incentive Density

The development must be constructed with the public benefits listed below unless modifications are made under Section 59-7.3.3.I as part of the Site Plan. Total points must equal at least 50 and be chosen from at least four (4) categories as required by Section 59-4.5.4.A.2. The requirements of Division 59-4.7 and the 2017 *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a) Transit Proximity, achieved through level 1 transit proximity;
- b) Connectivity and Mobility achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance;
- c) Quality of Building and Site Design, achieved through architectural elevations, exceptional design, and open space;
- d) Protection and Enhancement of the Natural Environment is achieved through cool roof.

4. Public Open Space

The Applicant must provide a minimum of 11.6% of the Site Area (91,476 square feet) as Public Open Space, totaling 10,680 square feet.

5. Validity

A site plan must be submitted within 36 months after the date the resolution is sent per Section 59-7.3.3.G.

SITE PLAN 820260040

Staff recommends approval of Site Plan No. 820260040 for the construction of Paramount Self Storage. The development must comply with the binding elements and conditions of approval for Local Map Amendment No. H-157 as listed in MCPB Resolution No. 20-928, dated September 30, 2025, and Conditional Use No. CU202501, dated August 15, 2025. All site development elements shown on the latest electronic version of the Site Plan, as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions.²

DENSITY, HEIGHT & HOUSING

1. Density

The Site Plan is limited to a maximum of 282,040 square feet of self-storage facility use on the Subject Property.

² For the purposes of these conditions, the term “Applicant” shall also mean the developer, the owner or any successor (s) in interest to the terms of this approval.

2. Height

The development is limited to a maximum height of 80 feet, as measured from the building height measuring point, as illustrated on the Certified Site Plan.

OPEN SPACE, FACILITIES AND AMENITIES

3. Public Open Space, Facilities, and Amenities

- e) The Applicant must provide a minimum of 10,680 square feet of public open space (11.6% of the net lot area) on-site.
- f) Before the release of the surety bond, the Applicant must construct the streetscape improvements along the Property's frontage on Paramount Drive and Somerville Drive.
- g) Before the issuance of the last Use and Occupancy Certificate for each phase all public space areas on the Subject Property must be completed.

4. Public Benefits

The Applicant must provide the following public benefits and meet the applicable criteria and requirements of the Zoning Ordinance and the 2017 *CR Zone Incentive Density Implementation Guidelines* for each one.

- h) Transit Proximity – The Property is located between ¼ and ½ mile from the Shady Grove Metrorail Station (Level 1).
- i) Connectivity between Uses, Activities, and Mobility Options
 - i. Minimum Parking – The Applicant must not provide/construct more than 17 parking spaces.
- j) Quality Building and Site Design
 - i. Architectural Elevations –Final elevation design must be shown on the Certified Site Plan. The exterior architectural elements must be substantially similar to architectural elevations as shown on the Certified Site Plan and as determined by M-NCPPC Staff.
 - ii. Exceptional Design – Final elevation design must be shown on the Certified Site Plan. The exterior architectural elements must be substantially similar to architectural elevations as shown on the Certified Site Plan and as determined by M-NCPPC Staff.
 - iii. Public Open Space –The Applicant must provide a minimum of 10,680 square feet of public open space (11.6% of the net lot area) on-site.
- k) Protection and Enhancement of the Natural Environment
 - iv. Cool Roof – The Applicant must provide a minimum solar reflectance index (SRI) of 75 for roofs with a slope at or below a ratio of 2:12, and a minimum SRI of 25 for slopes above 2:12.

ENVIRONMENT

5. Stormwater Management

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Service (MCDPS) Water Resources Section in its stormwater
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management concept letter dated January 15, 2026, and incorporates them as conditions of approval. The Applicant must comply with each recommendation in the letter, which the MCDPS Water Resources Section may amend, if the amendments do not conflict with other conditions of Site Plan approval. The MCDPS Water Resources Section will review, approve, and inspect all landscaping within the Storm Water Management easements and facilities.

TRANSPORTATION & Circulation/Adequate Public Facilities (APF)

6. Transportation

The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services Right-of-Way Section (DPS-ROW) in its memo dated January 20, 2026, and incorporates them as conditions of approval. The Applicant must comply with each recommendation in their memo, which DPS-ROW may amend if the amendments do not conflict with other conditions of Site Plan approval.

7. Pedestrian & Bicycle Circulation

- l) The Applicant must provide one (1) short-term bicycle parking space in Phase 1 and one (1) long-term bicycle parking space in Phase 2.
- m) The long-term spaces must be in a secured, well-lit bicycle room on the ground floor, and the short-term spaces must be inverted-U racks (or approved equivalent) installed in a location convenient to the main entrance (weather protected preferred). The specific location(s) of the long and short-term bicycle rack(s) must be identified on the Certified Site Plan.
- n) The Applicant must provide the following pedestrian facilities, the exact location, design, and construction of which must comply with the requirements of the Montgomery County Department of Transportation, Division of Traffic Engineering and Operations, before the release of the surety bond.
 - v. Paramount Drive: 10-foot-wide sidewalk with an approximately 5-foot-wide buffer from traffic.
 - vi. Somerville Drive: 10-foot-wide sidewalk with a 7-foot-wide buffer from traffic.

8. APF Validity

The Adequate Public Facilities Review (APF) will remain valid for five (5) years from the initiation date as determined by Section 50.4.3.J.5 of the County Code.

AGENCY COORDINATION

9. Fire and Rescue

- o) The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Permitting Services (MCDPS), Fire Department Access and Water

Supply Section, in its letter dated December 25, 2025, and hereby incorporates them as conditions of approval. The Applicant must comply with each of the recommendations in the letter, which MCDPS may amend, if the amendments do not conflict with other conditions of Site Plan approval.

SITE PLAN

10. Lighting

- a) Before certified Site Plan, the Applicant must provide certification to Staff from a qualified professional that the exterior lighting in this Site Plan conforms to the latest Illuminating Engineering Society of North America (IESNA) recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded) for a development of this type. All onsite exterior area lighting must be in accordance with the latest IESNA outdoor lighting recommendations (Model Lighting Ordinance-MLO: June 15, 2011, or as superseded).
- a) All onsite down-lights must have full cut-off or BUG-equivalent fixtures.
- b) Deflectors will be installed on all proposed fixtures to prevent excess illumination and glare.
- c) Illumination levels generated from on-site lighting must not exceed 0.5 footcandles (fc) at the lot line, excluding areas impacted by streetlights within the right-of-way.
- d) Streetlights and other pole-mounted lights must not exceed the height illustrated on the Certified Site Plan.
- e) On the rooftop of the building, the light pole height must not exceed the height illustrated on the Certified Site Plan.

11. Site Plan Surety and Maintenance Agreement

Before issuance of any building permit, engineered sediment control permit for the building, or Use and Occupancy Certificate (excluding core and shell), whichever comes first, the Applicant must enter into a Site Plan Surety and Maintenance Agreement with the Planning Board in a form approved by M-NCPPC Office of General Counsel that outlines the responsibilities of the Applicant. The Agreement must include a performance bond(s) or other form of surety in accordance with Section 59-7.3.4.K.4 of the Montgomery County Zoning Ordinance, with the following provisions:

- a) A cost estimate of the materials and facilities, which, upon Staff approval, will establish the surety amount.
- b) The cost estimate must include applicable Site Plan elements only for facilities located on the Property (not in the public r.o.w.), including, but not limited to plant material, on-site lighting, site furniture, trash enclosures, retaining walls, fences, railings, sidewalks, private utilities, paths and associated improvements of development, including sidewalks, bikeways, and storm drainage facilities.. The surety must be posted before issuance of any building permit of development and will be tied to the development program.
- c) The bond or surety must be tied to the development program, and upon completion of all improvements covered by the surety for each phase of development, a site plan completion inspection will be conducted. The surety may be reduced based on the

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inspector’s recommendation provided that the remaining surety is sufficient to cover completion of the remaining work.

12. Development Program The Applicant must construct the development in accordance with a development program table, which will be reviewed and approved before the Certified Site Plan is approved.

13. Certified Site Plan

Before approval of the Certified Site Plan, the following revisions must be made and/or information provided, subject to Staff review and approval:

- a) Include the stormwater management concept approval letter, development program, and Site Plan resolution on the approval or cover sheet(s).
- f) Add the following notes:
 - i. “M-NCPPC Staff must inspect all tree-save areas and protection devices before clearing and grading.”
 - ii. “Minor modifications to the limits of disturbance shown on the site plan within the public right-of-way for utility connections may be done during the review of the right-of-way permit drawings by the Department of Permitting Services.”
 - iii. “The Applicant must schedule a preconstruction meeting (pre-con), preferably on-site, with staff from the Department of Permitting Services (DPS) responsible for Certified Site Plan conformance and compliance, upon approval of the Certified Site Plan (CSP). The pre-con must occur before any site development work commencement and before any work that is covered by the site plan surety and maintenance agreement. The Applicant, along with their representatives, must attend the pre-con with DPS CSP Staff. A copy of the approved Certified Site Plan, along with any subsequent amendments, is required to be on-site at all times during construction.”
- b) Include the approved Fire Department Access Plan.
- c) Modify the data table to reflect development standards approved by the Planning Board.
- g) Ensure consistency of all details and layout between Site and Landscape plans.

FOREST CONSERVATION PLAN F20240710

Staff recommends approval of the Final Forest Conservation Plan No. F20240710 (“FFCP”) for the construction of Paramount Self Storage. All site development elements shown on the latest electronic version of the Final Forest Conservation Plan No. F20240710, as of the date of this Staff Report submitted via ePlans to the M-NCPPC, are required except as modified by the following conditions:

- 1. Before the start of any demolition, clearing, grading, or construction for this development Application, whichever comes first, the Applicant must:
 - a. Record an M-NCPPC approved Certificate of Compliance in an M-NCPPC approved off-site forest bank within Rock Creek watershed to satisfy the afforestation requirement for a total of 0.37 acres of mitigation credit. The off-site requirement may be met by

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purchasing credits from a mitigation bank elsewhere in the County, subject to Staff approval, if forest mitigation bank credits are not available for purchase within the Rock Creek watershed. Credits may only be debited from forest mitigation banks that protect all or part of an existing forest to meet up to 50 percent of the afforestation requirement. If mitigation credits are not available at any bank, the Applicant may meet the afforestation requirement by making a fee-in-lieu payment to M-NCPPC.

2. The Applicant must schedule the required site inspections by M-NCPPC Forest Conservation Inspection Staff, per Section 22A.00.01.10 of the Code of Montgomery County Regulations (“COMCOR”), Forest Conservation Regulations.
3. The Applicant must comply with all tree protection and tree save measures shown on the approved Final Forest Conservation Plan. Tree save measures not specified on the Final Forest Conservation Plan may be required by the M-NCPPC Forest Conservation Inspection Staff.
4. The Limits of Disturbance (“LOD”) shown on the Final Sediment and Erosion Control Plan must be consistent with the LOD shown on the approved Final Forest Conservation Plan.

SECTION 3: SITE DESCRIPTION

VICINITY

The Property is surrounded by a mix of commercial, light industrial, and auto-centric uses. The Property's immediate surroundings are more specifically described as follows:

- North: Confronting the Property to the north, across Somerville Drive, is an approximately 4.86-acre property that is currently utilized as an auto towing and recovery facility, zoned CR-2.5, C-0.5, R-1.75, H-120. Paramount Drive terminates at the railroad tracks one block to the north of the Property.
- South: Several auto-centric commercial uses are located directly to the south of the Property, including multiple fast-food restaurants with drive-thrus and fast casual restaurants. The properties to the south are zoned CR-2.0, C-0.5, R-1.5, H-120.
- East: Confronting the Property to the east, across Paramount Drive, are several commercial uses—including auto service centers and car dealerships—surrounded by expanses of surface parking. The Toyota service center that lines the majority of the confronting Paramount Drive frontage is located within the City of Rockville municipal boundaries. The Nissan dealership just beyond, with access to Paramount Drive, is zoned IM-2.5, H-50. Closer to the intersection

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of Somerville Drive and Paramount Drive are several single-story commercial buildings and a large surface parking lot, zoned CR-2.0, C-0.5, R-1.5, H-120.

- West: Abutting the Property immediately to the west is a vacant ±1.57-acre property, farther beyond are several commercial and industrial uses, all zoned CR-2.0, C-0.5, R-1.5, H-120.



Figure 1 – Vicinity Map

PROPERTY DESCRIPTION

The Property is located at 15750 Paramount Drive, Rockville in the southwest quadrant of the intersection of Somerville Drive and Paramount Drive in Rockville, Maryland. The Property is known as Parcel H-2 in the “Derwood, Somerville Addition” subdivision, as recorded among the Montgomery County Land Records (“Land Records”) at Plat No. 10829 and is comprised of approximately 91,476

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Sketch Plan No. 320260010, Site Plan No. 820260040, Forest Conservation Plan No. F20240710

square feet (approximately 2.1 acres) of land area. The Property is an irregularly shaped corner lot with an angled boundary along Paramount Drive, which in part, dictates the building placement along the street.

The Property is currently improved with a series of one-story exterior accessible self-storage buildings, outdoor vehicular storage, and associated surface parking. According to Maryland State Department of Assessments and Taxation ("SDAT") records, the existing buildings were developed circa 1974 and collectively have approximately 38,097 square feet of above grade floor area. Specifically, the existing facility consists of 11 separate storage structures with interior vehicular circulation and parking. Existing vehicular access to the Property is via Paramount Drive and Somerville Drive.



SECTION 4: PROJECT DESCRIPTION

PREVIOUS APPROVALS

The Applicant received approval for a Local Map Amendment (LMA) H-157 on September 30, 2025 (Resolution No. 20-928) to rezone the Property from the CR-2.0, C-0.5, R-1.5, H-120 to CRTF-2.75, C-2.75, R-1.5, H-120. Also, on August 15, 2025, the Hearing Examiner of the Office of Zoning and Administrative Hearings (OZAH), approved with conditions Conditional Use No. CU202501 to allow for the replacement and expansion of the existing self-storage facility. Conditions included requiring County Council approval of the LMA, limiting development to a maximum of 282,040 square feet, setting the required number of parking spaces, site access points, and grading, providing a Public Access Easement (PAE) and a Public Improvement Easement (PIE), and approval from MCDOT.

PRELIMINARY FOREST CONSERVATION PLAN (PFCP) NO. F20240710: Derwood, Somerville Addition

The Planning Board, via Resolution MCPB No. 25-062 on June 5, 2025, approved PFCP No. F20240710. This application was reviewed under the CR-2.0, C-0.5 R-1.5, H-120 zone and it is assigned a Land Use Category of Mixed-Use Development Area (“MDP”) as defined in Section 22A-3 of the Montgomery County Forest Conservation Law (“FCL”) and in the Land Use Table of the Trees Technical Manual. This resulted in an afforestation requirement of 15% and a conservation threshold of 20% of the Net Tract Area. The Net Tract Area for forest conservation purposes includes the Total Tract Area of 2.1 acres plus 0.41 acres of offsite disturbance associated with this Application. This results in a total Net Tract Area of 2.51 acres. There is no forest on the Subject Property, which results in a total afforestation requirement of 0.38 acres. The Applicant will address afforestation requirements by providing 0.38 acres of afforestation mitigation either off-site in a forest mitigation bank or via fee-in-lieu.

PROPOSAL

The Applicant is proposing to raze the existing structures on-site to improve the Property with a modern self-storage facility. The proposed self-storage buildings will feature high-quality building materials, fenestration, and architectural elements to foster visual interest along both street frontages. The Applicant also proposes new landscaping and pedestrian connections to further activate the streetscape and improve the pedestrian environment at this corner location. The Project will be built in two phases with the southern portion in Phase 1 and the northern portion in Phase 2. The Applicant is proposing new parking with associated lighting and landscaping. These improvements will transform the existing self-storage use and be the first reinvestment in the Metro South Neighborhood since the 2021 Shady Grove Sector Plan was approved almost 20 years ago. As such, the Applicant believes that the proposed Project could serve as a catalyst for redevelopment in the surrounding area.

BUILDING/ARCHITECTURE

In this development, the architectural design emphasizes the pedestrian experience by breaking down the building mass at the street level. This is achieved through ground-floor fenestration patterns, canopies, and vertical green screens. The first phase introduces a new four-story storage building, while the second phase adds a six-story storage building, both featuring high-quality architectural elements and building materials. The material palette was selected to offer complementary variations across the building facades.

To reduce the perceived mass of the buildings and create visual interest, articulated facades and strategic fenestration are provided along street frontages. The leasing office is prominently located along Paramount Drive, featuring ample transparency for visual permeability and increased street-level activity (Figure 5). The ground-floor façade of the Phase Two building along Somerville Drive is designed with storefront glass, ensuring the street is visually activated. This storefront glass will either reveal views into the potential retail spaces or offer visual amenities through the ground-floor fenestrations.

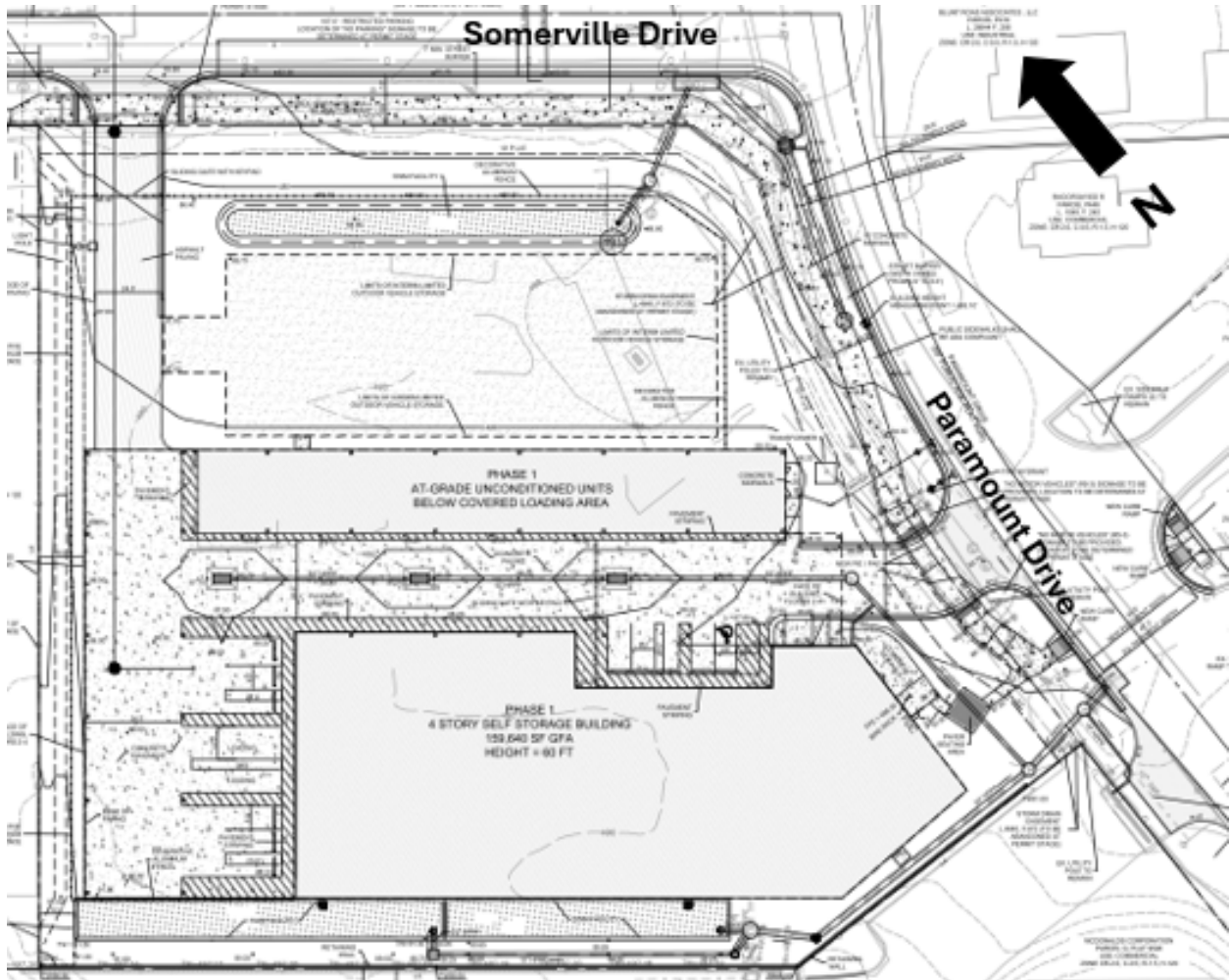


Figure 3 – Proposed Site Plan- Phase I



Figure 4: Rendering along Somerville Drive, Phase II

Integral color and textured masonry are proposed at the building base, contrasted with insulated metal panels on the upper floors. These energy-efficient insulated metal panels are further animated with a rhythmic, playful projecting fin system that introduces undulation to the facades. Profiled metal panels of various widths, spacing, and contrasting colors further contribute to breaking down the overall building mass.

Key areas of fenestration are highlighted with a contrasting exterior insulation finishing system, drawing attention and adding visual interest. Variations on the roofline further diminish the building's mass and enhance the overall design quality. These architectural elements, combined with proposed landscaping, support the revitalization of the Property and the broader redevelopment of the area.

Internal drive aisles are strategically placed between the two buildings and at the rear of the site, ensuring efficient on-site circulation. The architectural design conceals surface parking and loading spaces from public view, preserving the visual quality of the streetscape and the public realm.



Figure 5: Rendering along Paramount Drive, Phase I

OPEN SPACE

Pursuant to Sections 59-5.3.5.D.2.b and 59-4.5.4.B.1.a, based on the 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 will include a minimum of 11.6% or 10,680 square feet of public open space. The Public Open Space is primarily located along Somerville Drive and near the building entrance on Paramount Drive. Additionally, as recommended by the Sector Plan, although not counted toward the public open space, the Applicant is also providing area for a future pedestrian connection along the western side of the Property, which will function as public open space when the surrounding properties are redeveloped, and the full connection can be made.

TRANSPORTATION

The Subject Property is located in the southwest quadrant of the intersection of Somerville Drive and Paramount Drive. Pedestrian access to the Site is provided via internal pedestrian paths that connect to the enhanced sidewalks along the Property's frontage of Paramount Drive and Somerville Drive. Vehicle access will be through two driveways. Vehicles will park and unload along the western boundary of the Property in designated parking and loading spaces. A bus stop is located at the northeast quadrant of Redland Road and Somerville Drive, about 400 feet west of the Site, that serves Ride On Bus Routes 57 and 59.

ENVIRONMENT AND CLIMATE

The Property contains no forest, protected trees, streams, wetlands, or their associated buffers. It is currently in use as a self-storage facility. It is in the Rock Creek Watershed, designated as a Use Class IV watershed. The proposed development will provide environmental benefits by improving pedestrian circulation, reducing the amount of impervious surfaces from 93% to 76%, providing stormwater management where none currently exists, increasing tree canopy through streetscape improvements, and including rooftop solar photovoltaic systems to offset energy consumed on site.

SECTION 5: COMMUNITY OUTREACH

The Applicant has complied with all submittal and noticing requirements, and a pre-submittal public meeting was held on October 16, 2025. No one from the public asked any questions at the pre-submittal meeting.

As of the date of this Staff Report, no correspondence has been received.

SECTION 6: SKETCH PLAN 320260010 FINDINGS AND ANALYSIS

The purpose of a Sketch Plan is to identify general land uses, development intensity, and public benefits for the optional method of development in the CR or CRT zones. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, heights and anticipated uses, the locations of open and public use spaces, the general circulation patterns for all modes of transportation, an estimated range of peak hour trips, and relationships between existing or proposed adjacent buildings and rights-of-way. Details of the proposed development are determined during the Preliminary and Site Plan review. Section 59-7.3.3.E of the Zoning Ordinance states: “To approve a Sketch Plan the Planning Board must find that the following elements are appropriate in concept and appropriate for further detailed review at Site Plan. The Sketch Plan must:

1. Meet the objectives, general requirements, and standards of this Chapter;

Table 1: Paramount Self Storage Sketch Plan Data Table for CRTF Zone, Optional Method, Section 59-5.3.5.

Development Standard	Permitted/ Required	Proposed
Tract Area	n/a	112,372 SF (2.6 acres)
Tract Area - Prior Dedication	n/a	20,893 SF
Tract Area - Proposed Dedication	n/a	n/a

Site Area¹ (tract area minus dedications)	n/a	91, 476 SF (2.1 acres)
Mapped Density CRTF-2.75, C-2.75, R-1.5, H-120' Residential (GFA/ FAR)	168,558 SF/1.5	n/a
Commercial (GFA/FAR)	309,023 SF/2.75	282,040 SF/2.51
Total Mapped Density (GFA/FAR)	309,023 SF/2.75	282,040 SF/2.51
Building Height, max average	120 ft.	80 ft.
Public Open Space (min s.f.)	5%	11.6%

¹ Site area is determined by tract area minus any previous dedications per Section 59.4.1.7.A.2

1. Implement the recommendations of applicable master plans (59.4.5.1.A)

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.

2. Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.

The Sketch Plan proposes replacing the existing Self Storage Facility buildings with two new modern buildings, creating an attractive Self Storage Facility with associated parking, lighting, landscaping and public open space. While the mix of new uses is not proposed, the Self Storage Facility is permitted in the CRTF zone with the approval of a Conditional Use and is consistent with the Master Plan.

3. Encourage development that integrates a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.

The building massing allows for the required parking to be located behind the buildings. The Self Storage Facility supports housing in the area by providing a much-needed

amenity for storage..

4. *Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.*

The proposed Self Storage Facility and Sketch Plan conform to the previously approved LMA and Conditional Use. Those previous approvals were found to comply with the Master Plan for uses, density, and height by the Planning Board and the Hearing Examiner.

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

5. *Integrate an appropriate balance of employment and housing opportunities.*

The proposal is commercial in character and will create a much-needed amenity for local residents' storage needs. This adds to the mix of employment and residential in the area. By replacing the existing Self-Storage Facility with the proposed Self-Storage Facility, the Applicant is not increasing the footprint that much while at the same time increasing the square footage. By increasing the overall square footage, this facility to be able to better serve more residents with their storage needs. This will allow for other surrounding areas to be utilized more for residential uses in the future.

6. *Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.*

The Project will provide the required 51 public benefit points from a minimum of four

categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of Site Plan.

2. Substantially conforms to the recommendations of the applicable master plan:

In connection with the LMA and Conditional Use applications, the Planning Board, Hearing Examiner and County Council all found that the Project substantially conforms with the applicable master plan, general plan, and other applicable County plans. As discussed herein, the Project proposed through these Applications is virtually identical to the Project approved by the Hearing Examiner and County Council. The Project's conformance with the specific goals and objectives of the 2021 *Shady Grove Sector Plan Minor Master Plan Amendment*.

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.

3. Satisfy any development plan or schematic development plan in effect on October 29, 2014;

Not applicable; the Sketch Plan is not subject to a development plan or schematic development plan.

4. under Section 7.7.1.B.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014; any green area under this provision includes and is not in addition to any open space requirement of the property's zoning on October 30, 2014;

Not applicable; the Zoning on October 29, 2014, was not the result of a Local Map Amendment.

5. Achieve compatible internal and external relationships between existing and pending nearby development;

The proposed redevelopment will not change the Property's existing use as a Self-Storage Facility. The proposed Self-Storage Facility will be a more modern and attractive update to the property. The proposed building, in combination with the proposed streetscape improvements and public open space, will promote compatibility with any future developments in the surrounding neighborhood.

6. *Provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;*

The Project provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading. The Site has two access points, one located on each property frontage. In accordance with the *Complete Streets Design* standards for Town Center Streets, the pedestrian facilities along the property frontages, Paramount Drive and Sommerville Drive, will be enhanced to 10-foot-wide (10 ft) sidewalks. Pedestrians will be able to access the Site via the upgraded sidewalks along the property frontages, which connect to five-foot-wide (5 ft) sidewalks abutting the building entrances. There are no bicycle facilities abutting the property and none identified on the Bicycle Master Plan; however, both long- and short-term bicycle parking will be provided onsite. Loading spaces are also provided onsite adjacent to the buildings.

7. *Propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;*

Taking into account the considerations in Section 59.4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below.

For the proposed development, the Zoning Ordinance requires 50 points in four categories. The Applicant proposes 51 points in four categories. Although only an outline of public benefits needs to be approved at the time of Sketch Plan review, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

In accordance with the Zoning Ordinance, Section 59.4.7.1, the Site Plan proposes 51 public benefit points in four categories, as detailed in the Sketch Plan findings, above to satisfy the requirements. The details will be finalized with the site plan at the time of certification.

Table 2: Public Benefit Calculations- Division 59-4.7

Public Benefit	Maximum Points Allowed	Proposed
Transit Proximity	15	15
Connectivity and Mobility		
Minimum Parking	10	10
Quality Building and Site Design		
Architectural Elevations	20	10
Exceptional Design	10	5
Public Open Space	10	6
Protection and Enhancement of the Natural Environment		
Cool Roof	10	5
Total Points	50 (required)	51

TRANSIT PROXIMITY

The Hearing Examiner approved a Parking Waiver in connection with the Conditional Use to provide 17 parking spaces onsite. Based on the calculation below, the Applicant is seeking 10 points in this category.

Maximum Allowed Spaces (A): 83 spaces

Minimum Required Spaces (R): 32 spaces

Proposed Spaces (P): 17 spaces

Formula: $(A-P)/(A-R) \times 10 = ((83-17)/(83-32)) \times 10 = 13 = 10$ points

QUALITY BUILDING AND SITE DESIGN

ARCHITECTURAL ELEVATIONS

The Project proposes reinvesting in the existing site by redeveloping the dated, vehicular oriented, single-story buildings with a modern self-storage facility ranging in height from four to six stories. Per the *CR Incentive Density Guidelines*, 10 points are appropriate for development that provides and is bound by architectural elevations as part of the certified site plan. The Applicant agrees to be bound by the following design parameters:

- 25% minimum transparency at the 1st Floor Office with 32% overall transparency along Paramount Drive facing facades (Phase One); and 33% minimum transparency at the 1st Floor with an overall transparency of 26% along Somerville Drive (Phase Two);
- Minimum first floor height of 18 feet (Phase One and Phase Two);
- Maximum separation between architectural features, both horizontally and vertically along the building façade, including a change in material, color, texture or projection,

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of approximately 40 feet maximum along Phase One face facing Paramount Drive, with roofline variations matching the maximum separation of above architectural features. Phase Two incorporates changes in materials, color, or projection with a maximum of approximately 20-30 feet and roofline variation at 50 feet maximum distance along the Somerville Road façade; and

- Maximum front building setback of 42 feet on Paramount Drive.
The Applicant is seeking 10 points from this category.

Exceptional Design

The Project is seeking 5 points for Exceptional Design. The Applicant's reinvestment in the existing self-storage facility will transform it from a dated, vehicular oriented self-storage facility into a high-quality, modern self-storage development. The Project will be the first redevelopment in the Metro South neighborhood since the Sector Plan was adopted in 2006 and will hopefully serve as a catalyst for redevelopment in the surrounding area. The Project meets the criteria established by the Zoning Ordinance and the Commercial/Residential and Employment Incentive Density Implementation Guidelines for Exceptional Design, as discussed below:

- Providing innovative solutions in response to the immediate context.

As discussed in the Applicant's Statement of Justification, the existing self-storage facility was constructed circa 1974, and is dated and fails to advance the County's goals and objectives, as expressed through the Sector Plan. The existing facility consists of 11 separate storage structures with interior vehicular circulation and parking. The existing buildings turn their backs completely on Somerville, with a long, blank wall along this frontage. Although the building fronting on Paramount has individual access doors for the units along the street, this façade is stark and uninviting with painted red concrete masonry and solid metal doors. To bring the long-standing use (which will remain) into conformance with the County's urban design objectives, the Applicant is proposing to redevelop the Property with an architecturally pleasing self-storage facility that better responds to the County's vision for the area to become a pedestrian friendly mixed-use neighborhood, while continuing to meet the self-storage needs of the surrounding neighborhoods. Although no change in use is proposed, the building architecture, in combination with the streetscape improvements (described below), will transform the existing industrial conditions into a more modern urban environment.

The proposed Project's four- and six-story buildings are oriented to create a gradual transition from the adjacent properties that have a smaller scale, while also being well positioned to fit in with future, larger scale development. Critical sightlines and street frontages are designed with increased glazing, internal illumination, and façade projections. The proportionate massing has been created using high quality materials juxtaposed in contrasting ways.

- Enhancing the public realm in a distinct and original manner.

The Project will transform and revitalize the site and the public realm. There are currently no streetscape improvements along either of the Property's frontages. The Project will enhance the public realm by activating the Property's external street frontages both through the

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building design and streetscape improvements. The buildings have been pulled up to the street, which in combination with the new streetscape, will activate and improve the pedestrian environment. The Project will also feature high-quality building materials, fenestration, and architectural elements to foster visual interest along both street frontages. Building signage placement has also been an intentional design consideration.

- Introducing materials, forms, or building methods unique to the immediate vicinity or applied in a unique way.

With the goals of the Master Plan in mind, the Applicant is proposing to redevelop the aging single-story existing buildings with four- and six-story self-storage buildings featuring high-quality architectural elements, building materials, and improved site design. The architecture of the buildings has been designed to break down the building massing through the use of differing building materials, colors and textures. The building forms have been designed to create a cohesive design with one another while also providing a complete façade in the initial phase. The intentional selection of complementary materials and color palette will offer appropriate variation along the building facades. Integral color and textured masonry are proposed along the building's base with a contrasting insulated metal panel on the upper floors. The energy efficient insulated metal panels will also incorporate a rhythmic and playful projecting fin system that adds fluctuation to the building plane along the facades. Profiled metal panels of varying widths, spacing, and contrasting colors to the predominant background material are proposed to continue the breakdown of the building massing. Fenestration surrounded by a contrasting exterior insulation finishing system at multiple locations to provides key emphasis and visual interest. Residential inspired bay window like projections have been incorporated into the Phase Two Sommerville Road façade to enhance compatibility with future multi-family development envisioned by the Sector Plan. Variations in the building's roofline will further reduce the building's massing and promote the overall quality of the design.

- Designing compact, infill development so living, working and shopping environments are more pleasurable and desirable on a problematic site.

The Applicant proposes to redevelop this aging self-storage facility to continue serving the surrounding community and to positively contribute to the County's urban design objectives. This modern self-storage facility will feature fully covered loading and drive aisles that screen loading activities from street frontages, while also providing a highly sought after amenity of complete cover from the elements (sun, rain, wind, etc.) during loading activities. Additionally, self-storage use is ideal given the site's one-block proximity to the railroad tracks, which would be a noise nuisance to other use types. As such, the location of this existing self-storage use is well suited for the continuation of this community-serving use and will help to catalyze surrounding growth opportunities.

- Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.

The Applicant is proposing to include 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 (which can be verified through an energy model). The Project also significantly improves on-site stormwater management, through the introduction of modern stormwater

practices where none currently exist and a significant reduction in impervious area (as compared to existing conditions).

Public Open Space

The Project proposes to provide a minimum of 10,680 square feet of public open space, which exceeds the minimum requirement (or 4,574 square feet). This is in addition to the future open space that will be provided on the western edge of the site when the future public pedestrian connection is made. As such, the Applicant is seeking six public benefit points for open space, as calculated below.

$$(P/N)*100$$

$$P \text{ (public open space in excess of Code)} = 6,106 \text{ square feet}$$

$$N \text{ (net lot area)} = 91,479 \text{ square feet}$$

$$(6,106/91,479)*100 = 6 \text{ points}$$

PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

Cool Roof

In accordance with the *CR Incentive Density Guidelines*, on sites larger than 1 acre, 5 points is appropriate for constructing any roof area that is not covered with a vegetated roof with a minimum solar reflective index (SRI) of 75 for roofs with a slope at or below a ratio of 2:12. As such, the Applicant is seeking 5 points from this category.

- 8. Establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.**

The Sketch Plan proposes building the project in two phases.

SECTION 7: SITE PLAN 820260040 FINDINGS AND ANALYSIS

Section 59.4.5.4.A.1 requires that Optional Method projects in the CRTF-2.75, C-2.75, R-1.5, H-120 zone receive an approved Site Plan under Section 59.7.3.4 for any development on a property with an approved Sketch Plan.

- 1. When reviewing an application, the approval findings apply only to the site covered by the application.**

The findings herein apply only to the Subject Property.

2. To approve a Site Plan, the Planning Board must find that the proposed development:

a) satisfies any previous approval that applies to the site;

The proposed Self Storage Facility is consistent with the binding elements of the approved LMA No. H-157 and the use and density of the approved Conditional Use No. CU 25-01.

1. Self-Storage Facility and ancillary ground floor is limited to 282,040 square feet.
2. 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.
3. The Applicant can provide no more than two (2) site access point.
4. All access points and alleys are to be at grade with sidewalks.
5. The Applicant must provide a Public Access Easement (PAE) along the western property boundary.
6. The Applicant must provide a Public Improvement Easement (PIE) for the portion of the sidewalk along Paramount Drive that falls on private property.

b) satisfies under Section 7.7.1.B.5 the binding elements of any development plan or schematic development plan in effect on October 29, 2014;

This section is not applicable as there are no binding elements of an associated development plan or schematic development plan in effect on October 29, 2014.

c) satisfies under Section 7.7.1.B.5 any green area requirement in effect on October 29, 2014 for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment;

This section is not applicable as the Subject Property’s zoning classification on October 29, 2014 was not the result of a Local Map Amendment.

d) satisfies applicable use standards, development standards, and general requirements under this Chapter;

i. Division 59.5.3.5

Table 3: Paramount Self Storage Site Plan Data Table for CRTF-2.75, C-2.75, R-1.5, H-120’ Zone, Optional Method, Section 59.5.3.5

Development Standard	Permitted/ Required	Proposed
Tract Area	n/a	112,372 SF (2.59 acres)

Development Standard	Permitted/ Required	Proposed
Tract Area - Prior Dedication	n/a	20,893 SF
Tract Area - Proposed Dedication	n/a	n/a
Site Area	n/a	93, 476 SF (2.1)
Mapped Density CRTF-2.75, C-2.75, R-1.5, H-120' Residential (GFA/ FAR)	168,558 SF/ 1.5	n/a
Commercial (GFA/FAR)	309,023 SF/2.75	282,040 SF/2.51
Total Mapped Density (GFA/FAR)	309,023 SF/2.75	282,040 SF/2.51
Building Height	120 ft.	80 ft.
Public Open Space (min s.f.)	4,574 SF (5%)	10,680 SF (11.6%)
Minimum Setbacks (ft) - Front	10 ft. (Paramount Dr.) 25 ft. (Somerville Dr.)	10 ft. 25 ft.
Minimum Setbacks (ft) – Side	16 ft. (northwest) 9 ft. (southeast)	16 ft. 9 ft.
Minimum Setback (ft)- Rear	25 ft.	25 ft.
Parking Requirements Minimum-	1 space/10,000 SF + 1 space/employee= 55 space	17 spaces*
Parking Requirements Maximum-	3 space/10,000 SF + 1 space/employee= 114 spaces	17 spaces*

*Approved Parking Waiver by the Hearing Examiner approval CU25-01

ii. **Division 4.7 Optional Method Public Benefits**

Taking into account the considerations in Section 59.4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the Incentive Density Implementation Guidelines, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the following outline of public benefits supports the Applicant’s request for incentive density and is appropriate for the community surrounding the site, as described below.

For the proposed development, the Zoning Ordinance requires 50 points in four categories. The Applicant proposes 51 points in four categories. Although only an outline of public benefits needs to be approved at the time of Sketch Plan review, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project’s ability to meet the requirement to provide sufficient benefit points.

Table 4: Public Benefit Calculations- Division 59-4.7

Public Benefit	Maximum Points Allowed	Proposed
Transit Proximity	15	15
Connectivity and Mobility		
Minimum Parking	10	10
Quality Building and Site Design		
Architectural Elevations	20	10
Exceptional Design	10	5
Public Open Space	10	6
Protection and Enhancement of the Natural Environment		
Cool Roof	10	5
Total Points	50 (required)	51

TRANSIT PROXIMITY

The Hearing Examiner approved a Parking Waiver in connection with the Conditional Use to provide 17 parking spaces onsite. Based on the calculation below, the Applicant is seeking 10 points in this category.

Maximum Allowed Spaces (A): 83 spaces
 Minimum Required Spaces (R): 32 spaces
 Proposed Spaces (P): 17 spaces
 Formula: $(A-P)/(A-R) \times 10 = ((83-17)/(83-32)) \times 10 = 13 = 10$ points

QUALITY BUILDING AND SITE DESIGN

ARCHITECTURAL ELEVATIONS

The Project proposes reinvesting in the existing site by redeveloping the dated, vehicular oriented, single-story buildings with a modern self-storage facility ranging in height from four to six stories. Per the *CR Incentive Density Guidelines*, 10 points are appropriate for development that provides and is bound by architectural elevations as part of the certified site plan. The Applicant agrees to be bound by the following design parameters:

- 25% minimum transparency at the 1st Floor Office with 32% overall transparency along Paramount Drive facing facades (Phase One); and 33% minimum transparency at the 1st Floor with an overall transparency of 26% along Somerville Drive (Phase Two);
- Minimum first floor height of 18 feet (Phase One and Phase Two);
- Maximum separation between architectural features, both horizontally and vertically along the building façade, including a change in material, color, texture or projection, of approximately 40

feet maximum along Phase One face facing Paramount Drive, with roofline variations matching the maximum separation of above architectural features. Phase Two incorporates changes in materials, color, or projection with a maximum of approximately 20-30 feet and roofline variation at 50 feet maximum distance along the Somerville Road façade; and

- Maximum front building setback of 42 feet on Paramount Drive. The Applicant is seeking 10 points from this category.

Exceptional Design

The Project is seeking 5 points for Exceptional Design. The Applicant's reinvestment in the existing self-storage facility will transform it from a dated, vehicular oriented self-storage facility into a high-quality, modern self-storage development. The Project will be the first redevelopment in the Metro South neighborhood since the Sector Plan was adopted in 2006 and will hopefully serve as a catalyst for redevelopment in the surrounding area. The Project meets the criteria established by the Zoning Ordinance and the Commercial/Residential and Employment Incentive Density Implementation Guidelines for Exceptional Design, as discussed below:

- Providing innovative solutions in response to the immediate context.

As discussed in the Applicant's Statement of Justification, the existing self-storage facility was constructed circa 1974, and is dated and fails to advance the County's goals and objectives, as expressed through the Sector Plan. The existing facility consists of 11 separate storage structures with interior vehicular circulation and parking. The existing buildings turn their backs completely on Somerville, with a long, blank wall along this frontage. Although the building fronting on Paramount has individual access doors for the units along the street, this façade is stark and uninviting with painted red concrete masonry and solid metal doors. To bring the long-standing use (which will remain) into conformance with the County's urban design objectives, the Applicant is proposing to redevelop the Property with an architecturally pleasing self-storage facility that better responds to the County's vision for the area to become a pedestrian friendly mixed-use neighborhood, while continuing to meet the self-storage needs of the surrounding neighborhoods. Although no change in use is proposed, the building architecture, in combination with the streetscape improvements (described below), will transform the existing industrial conditions into a more modern urban environment.

The proposed Project's four- and six-story buildings are oriented to create a gradual transition from the adjacent properties that have a smaller scale, while also being well positioned to fit in with future, larger scale development. Critical sightlines and street frontages are designed with increased glazing,

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internal illumination, and façade projections. The proportionate massing has been created using high quality materials juxtaposed in contrasting ways.

- Enhancing the public realm in a distinct and original manner.

The Project will transform and revitalize the site and the public realm. There are currently no streetscape improvements along either of the Property's frontages. The Project will enhance the public realm by activating the Property's external street frontages both through the building design and streetscape improvements. The buildings have been pulled up to the street, which in combination with the new streetscape, will activate and improve the pedestrian environment. The Project will also feature high-quality building materials, fenestration, and architectural elements to foster visual interest along both street frontages. Building signage placement has also been an intentional design consideration.

- Introducing materials, forms, or building methods unique to the immediate vicinity or applied in a unique way.

With the goals of the Master Plan in mind, the Applicant is proposing to redevelop the aging single-story existing buildings with four- and six-story self-storage buildings featuring high-quality architectural elements, building materials, and improved site design. The architecture of the buildings has been designed to break down the building massing through the use of differing building materials, colors and textures. The building forms have been designed to create a cohesive design with one another while also providing a complete façade in the initial phase. The intentional selection of complementary materials and color palette will offer appropriate variation along the building facades. Integral color and textured masonry are proposed along the building's base with a contrasting insulated metal panel on the upper floors. The energy efficient insulated metal panels will also incorporate a rhythmic and playful projecting fin system that adds fluctuation to the building plane along the facades. Profiled metal panels of varying widths, spacing, and contrasting colors to the predominant background material are proposed to continue the breakdown of the building massing. Fenestration surrounded by a contrasting exterior insulation finishing system at multiple locations to provides key emphasis and visual interest. Residential inspired bay window like projections have been incorporated into the Phase Two Sommerville Road façade to enhance compatibility with future multi-family development envisioned by the Sector Plan. Variations in the building's roofline will further reduce the building's massing and promote the overall quality of the design.

- Designing compact, infill development so living, working and shopping environments are more pleasurable and desirable on a problematic site.

The Applicant proposes to redevelop this aging self-storage facility to continue serving the surrounding community and to positively contribute to the

County’s urban design objectives. This modern self-storage facility will feature fully covered loading and drive aisles that screen loading activities from street frontages, while also providing a highly sought after amenity of complete cover from the elements (sun, rain, wind, etc.) during loading activities. Additionally, self-storage use is ideal given the site’s one-block proximity to the railroad tracks, which would be a noise nuisance to other use types. As such, the location of this existing self-storage use is well suited for the continuation of this community-serving use and will help to catalyze surrounding growth opportunities.

- Integrating low-impact development methods into the overall design of the site and building, beyond green building or site requirements.

The Applicant is proposing to include 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 (which can be verified through an energy model). The Project also significantly improves on-site stormwater management, through the introduction of modern stormwater practices where none currently exist and a significant reduction in impervious area (as compared to existing conditions).

Public Open Space

The Project proposes to provide a minimum of 10,680 square feet of public open space, which exceeds the minimum requirement (or 4,574 square feet). This is in addition to the future open space that will be provided on the western edge of the site when the future public pedestrian connection is made. As such, the Applicant is seeking six public benefit points for open space, as calculated below.

$$(P/N)*100$$

$$P \text{ (public open space in excess of Code) } = 6,106 \text{ square feet}$$

$$N \text{ (net lot area) } = 91,479 \text{ square feet}$$

$$(6,106/91,479)*100 = 6 \text{ points}$$

iii. **Division 59-6 General Development Standards**

(1) Division 6.1 Site Access

The subject site is located at the southwest quadrant of the intersection of Paramount Drive and Sommerville Drive and has frontage on both roadways. The *Master Plan of Highways and Transitways* designates both roads as Town Center Streets, requiring a minimum eight-foot-wide (8ft) sidewalk and a six-foot-wide (6ft) landscape buffer. The applicant will provide a ten-foot-wide (10ft) sidewalk and a seven-foot-wide (7ft) street buffer. In addition, the

applicant will provide a ten-foot-wide sidewalk (10ft) and approximately five-foot-wide (5ft) street buffer along the property's frontage of Paramount Drive. As reviewed and approved by the previously approved conditional use (CU25-01), the applicant has designed the street buffer along Paramount Drive to accommodate existing utility poles.

The applicant has two (2) proposed vehicular access points. One (1) is located along the property's north boundary, and one (1) is along the east boundary. Sight distances for both accesses were analyzed and approved by MCDOT.

This application proposes separate circulation for pedestrians and vehicles. Pedestrian access is provided by internal walkways that abut the building entrances and adjoin the improved sidewalks along the property frontage.

(2) Division 6.2 Parking, Queuing and Loading

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 has proposed 17 parking spaces, including one ADA parking space and four loading spaces. This proposal was granted by a waiver requested in Conditional Use CU25-01, which reduced the requirement by 15 spaces. The loading spaces are located at the rear of each building to prevent conflicts with internal circulation between vehicles. Per section 6.2.8. of the Zoning Ordinance, a minimum of three (3) loading spaces are required and therefore the four proposed loading spaces meet the minimum required. No queuing will occur on the Site. Staff find this application meets the requirements of this section.

(3) Division 6.3 Open Space and Recreation

The Applicant is required to provide a minimum of 5% Public Open Space. The proposed development will provide 11.6% of Public Open Space.

(4) Division 6.4 General Landscaping and Outdoor lighting

The landscape and lighting plans submitted conform to Section 59.6.4. The Applicant is proposing shade trees along the front of the building façade on the Somerville Drive and Paramount Drive frontages. The parking lot canopy coverage of 25% (3,933 sq. ft.) is being met by providing 27.8% (4,388 sq. ft.) coverage. The maximum of 0.5 footcandles at all property lines is being met according to the submitted lighting plans. The lighting plans shows a maximum

of 0.5 footcandles at the two access points on Somerville Drive and Paramount Drive and lower numbers everywhere else along the property lines.

(5) Division 6.5 Screening

The proposed development is an optional method development, so this section is not applicable.

e) Satisfies the applicable requirements of:

i) Chapter 19, Erosion, Sediment Control, and Stormwater Management; and

DPS approved a Combined Stormwater Management Concept/ Site Development Stormwater Management Plan on January 15, 2022. The plan proposes meeting the required stormwater management goals via Micro-Bioretenion and Landscape Infiltration.

ii) Chapter 22A, Forest Conservation

The Application satisfies all of 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, as further discussed in the findings for Forest Conservation Plan No. F20240710.

f) Provides safe, well-integrated parking, circulation patterns, building massing and, where required, open spaces and site amenities;

The subject property provides safe circulation through the separation of vehicle and pedestrian traffic. Vehicular circulation is provided via two connecting drive aisles within the site while pedestrian circulation is separated from vehicles as the applicant has proposed to provide pedestrian paths that abut the building entrance and connect to the sidewalks along the property frontage. Vehicular parking and loading is provided at the rear of both buildings to accommodate anticipated demand. Parking and loading will be accessed via two-curb cuts, with one on Somerville Drive and one on Paramount Drive, as they exist today. As discussed herein, slight modifications are proposed to the vehicular access points to improve circulation and pedestrian safety.

Through the redevelopment of the aging, vehicular oriented self-storage buildings on the Property today, in combination with significant streetscape improvements, the Project will transform this industrial site into a more modern urban environment. The buildings, which have been pulled up to the street to the extent feasible, will help to

define and activate the streetscape and also conceal the parking and loading from view.

Adequate open space is provided along Somerville Drive, which will help green up the streets. This open space is in addition to the future inter-parcel connectivity on the western edge of the Property.

g) Substantially conforms with the recommendations of the applicable master plan and any guidelines approved by the Planning Board that implement the applicable plan;

As discussed in detail above, and consistent with the findings of the Planning Board, Hearing Examiner and County Council, in connection with the prior LMA and Conditional Use applications, the Project is in substantial conformance with the goals and recommendations contained in the Master Plan.

h) 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 development 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 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;

The Project has no residential component and as such, will have no impact on school facilities. The Property is not currently served by existing water or sewer. The Property 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. Specifically, the Project will connect to the existing water lines located within Paramount Drive. The Applicant will construct a sewer line extension within the Somerville Drive right-of-way to connect and provide a connection to the existing sewer line in Redland Road. WSSC will evaluate the water and sewer capacity through a Hydraulic Planning Analysis. 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 remain sufficient following completion of the Project. APF as it relates to Transportation is discussed below in Section 9.

7. Public facilities will be adequate to support and service the area of the subdivision.

a) Roads and other Transportation Facilities

i. Existing Facilities

The property is located at the southwest intersection of Sommerville Drive and Paramount Drive. The existing right-of-way along both property frontages is 80-feet, which conforms to the master plan and therefore no additional dedication is required. There are no existing bicycle facilities along the property and there are no bicycle facilities identified in the 2018 Bicycle Master Plan along Paramount Drive or Somerville Drive at this location. In addition, there is no existing or proposed bus shelter along the property's frontages.

ii. Proposed public transportation infrastructure

In substantial conformance with the Complete Street Design Guidelines, the applicant proposes widening the sidewalks along each property frontage. The applicant has proposed a ten-foot (10ft) sidewalk with seven-foot (7ft) landscape buffer along the property's frontage of Sommerville Road and a ten-foot (10ft) sidewalk and six-foot (6ft) landscape buffer along Paramount Drive.

iii. Proposed private transportation infrastructure

The Subject Site has two existing site access points, these will remain however they will be reconfigured as a part of this application. These two access points allow vehicles to circulate the site via two connecting drive aisles that travel north/south and east/west. In addition, the applicant has proposed pedestrian paths to the building entrances from the sidewalks along Paramount and Somerville Drive.

b) Local Area Transportation Review (LATR)

The Subject Site was previously reviewed for transportation adequacy under Conditional Use application CU2025-01 and granted an exemption. At the time the application was subject to the 2020-2024 Growth and Infrastructure Policy (GIP) which provided an exemption to a use that generated fewer than 50 new peak hour person trips. In reviewing the Local Map Amendment H-157 and Conditional Use CU25-01, the Hearing Examiner found that existing and planned infrastructure is adequate to serve the property. Therefore, the project has a valid Adequate Public

Paramount Self Storage,

Facility (APF) approval and no further evaluation was necessary with this application. A summary of the trip generation analysis is provided in Table 5 below.

Table 5: Trip Generation Analysis

		ITE Trip Generation Vehicle Rates		Adjusted Vehicle Rates White Oak Policy Area	
		AM	PM	AM	PM
Proposed	ITE 151 – Industrial Mini Warehouse	25	42	22	36
Total Trip Generation				22	36

Source: Transportation Exemption Statement from MHG, December 23, 2025

i) on a property in a Rural Residential or Residential zone, is compatible with the character of the residential neighborhood; and

The Subject Property is zoned CRTF, and therefore, this section does not apply.

j) on a property in all other zones, is compatible with existing, approved or pending adjacent development.

The Project has been designed to ensure compatibility with existing and future development surrounding the Property. The Project will allow for reinvestment in the existing self-storage use, which will remain.

3. To approve a Site Plan for a Restaurant with a Drive-Thru, the Planning Board must also find that a need exists for the proposed use due to an insufficient number of similar uses presently serving existing population concentrations in the County, and the uses at the location proposed will not result in a multiplicity or saturation of similar uses in the same general neighborhood.

Not applicable, this Site Plan does not include a restaurant with a drive-thru.

4. ***For a property zoned C-1 or C-2 on October 29, 2014 that has not been rezoned by Sectional Map Amendment or Local Map Amendment after October 30, 2014, if the proposed development includes less gross floor area for Retail/Service Establishment uses than the existing development, the Planning Board must consider if the decrease in gross floor area will have an adverse impact on the surrounding area.***

Not applicable, the Subject Property was not zoned C-1 or C-2 on October 29, 2014.

SECTION 8: FOREST CONSERVATION PLAN F20240710 FINDINGS AND ANALYSIS

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

The Application meets the requirements of Chapter 22A, the Montgomery County Forest Conservation Law (“FCL”) and the Montgomery County Planning Department’s *Guidelines for Environmental Management of Development in Montgomery County* (“Environmental Guidelines”). As required by Chapter 22A, an FCP was submitted with Site Plan No. 820260040 (“Accompanying Plan”).

Final Forest Conservation Plan No. F20240710 is consistent with the Preliminary Forest Conservation Plan (PFCP No. F20240710) and meets all requirements. The forest conservation requirements will be met in an M-NCPPC-approved off-site forest bank within the Rock Creek watershed or Priority Area to satisfy the afforestation requirement of 0.37 acres of mitigation credit. If forest mitigation bank credits are not available for purchase, a fee-in-lieu payment must be made to M-NCPPC for the appropriate mitigation credits outside of the same watershed or Priority Area.

SECTION 9: CONCLUSION

As conditioned, the Sketch Plan No. 320260010, Site Plan No. 820260040, and Forest Conservation Plan No. F20240710 each satisfy the applicable standards of the Zoning Ordinance, Subdivision Regulations, and 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 Sketch Plan and Site Plan with the conditions specified at the beginning of this report.

ATTACHMENTS

Attachment A: Sketch/Site/FCP Plan

Attachment B: Prior Approvals

Attachment C: Agency Letters

Attachment D: Affidavit Regarding Community Meeting and Meeting Minutes