

Impact Statement – Southgate Self-Storage
Proffer Amendment and Conditional Use Permit for Tax Map Parcel 45-165
April 3, 2020

This Project proposes amendments to proffered conditions (the “Proffer Amendment”) and seeks a Conditional Use Permit (“CUP”) for a certain parcel of land shown on the records for the County Commissioner of the Revenue as Tax Map Parcel Number 45-165 (the “Property”). The Property is located on Cambridge Street (Jefferson Davis Highway), south of Drew Middle School. The Comprehensive Plan designation for the Property is a Commercial Node within the Suburban Designation. The Property is adjacent to the Southgate residential development, which contains approximately 152 single-family detached homes. The Property is zoned B-2, and is subject to proffers which contemplate its development as “commercial retail” uses with a maximum of 300,000 square feet pursuant to Ordinance O04-16 (the “Proffers”).

This Project would amend the Proffers to allow for the construction of an approximately 98,450 square foot (“sf”) mini-storage warehouse center, which includes an approximately 1,400 sf office and an approximately 1,400 sf on-site manager residence as shown on the Generalized Development Plan (“GDP”) prepared by Bowman Consulting Group, Ltd., as revised on August 27, 2019. The Applicant further proposes outdoor storage to include the rental of “U-Haul” or similar trucks and trailers as shown on the GDP, which is the purview of the CUP application submitted herewith.

The Applicant conducted a community meeting in 2018 that was attended by many residents of the Southgate subdivision. The community asked that the Applicant design a replacement access for this Property. The Proffer Amendment and CUP are being submitted to allow the foregoing storage uses, and to change the location of the access for the commercial use in response to the feedback received from the adjoining residents. Other changes dealing with open space, landscaping, buffers, architectural design, and secondary access are also being proposed.

A. Capacity Impact

Highway - The Property will be accessed by a full-service entrance on Cambridge Street (Jefferson Davis Highway). Cambridge Street has an average traffic volume of 19,000 vehicle trips per day, according to the 2016 counts. Based on the Institute of Transportation Engineer’s Trip Generation Manual, the proposed mini-storage warehouse and storage warehouse/vehicle rental uses will generate a combined 272 total average daily trips. For sake of comparison, the 300,000 square foot commercial retail uses contemplated by the current Proffers would generate approximately 12,810 average daily trips. No traffic study was required to be submitted. The original Proffers provided for commitments for transportation improvements, which have already been completed.

B. Utility Impact - This Project shall be served by public water and sewer.

1. Water – The Property is located in the Falmouth pressure zone. There is an existing water connection at Southgate Avenue and/or Cool Brook Lane.

2. Sewer – The Property is located in the Falls Run Sewershed. There is an existing sewer line located at the Queensland Drive stub-out.

The proposed mini-storage and storage warehouse/vehicle rental uses proposed by this Project would utilize a single 5/8” water meter, and would generate estimated water and sewer flows of 350 gallons per day. For sake of comparison, the 300,000 square foot commercial retail uses contemplated by the current Proffers would generate estimated water and sewer flows of 30,000 gallons per day

C. Schools/Recreational Facilities – This Project shall have no direct impact on these facilities.

D. Storm Drainage – The existing SWM/BMP Pond #1 provides pre-determined detention and treatment for this site. Additional detention/treatment may be required and will be provided by DEQ approved methods such as underground chambers or pipes, manufactured filters, bio-filters, or similar, and will be designed to conform to all County and State standards for runoff, erosion and sediment control, and Chesapeake Bay requirements.

1. Environmental Impacts – There are no wetlands or RPA on the Property.

2. Historic Sites - This Property has no historically significant sites. Accordingly, there is no impact to historically significant sites under either the proposed project or development under the current zoning classification.

3. Noise, Dust, and Smoke Emissions - This Project will have no significant impacts concerning noise, dust, and smoke emissions associated with its use.

4. Adjacent Properties – Drew Middle School and the Walt-Lou trailer park are located north of the Property. Cambridge Street and Newton’s Motel are located east of the Property. The Project will provide a shared inter-parcel access connection to Cambridge Street/Route 1 for the Walt-Lou trailer park. A dedication to the Walt-Lou trailer park of approximately 12,926 square feet of land has been proffered; a 10’ portion of this dedicated land is reserved for landscaping as shown on the GDP. The residential portion of the Southgate development is located to the south and west of the Property. The Applicant will plant ornamental grasses on slope facing the Southgate residential portion, and will plant a single row of evergreen trees, evenly around the perimeter of the site, in order to provide an attractive buffer for the adjoining Southgate residential community. The Applicant will further provide a security gate and fence around the perimeter of the Project site. In addition, the storage buildings will be designed to line the outer perimeter of the commercial area of the Project site adjacent to the Southgate residential development.

5. Fiscal Impacts: The Property is undeveloped and currently zoned B-2, permitting commercial uses. There will be no change in fiscal impacts between the proposed use and future by-right commercial use.

6. Fire and Rescue: The proposed project would be served by the Stafford 2 Fire Department, which is located approximately 6.9 miles from the Property. The proposed project will have no significant impact on fire and rescue services.