

RESOLUTION

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on July 20, 2006 regarding Detailed Site Plan DSP-06013 for 301 Upper Marlboro, LLC Marlboro Tobacco Market, Lot 1, the Planning Board finds:

1. **Request:** The subject application is for a consolidated storage facility in the I-1 Zone.

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	I-1	I-1
Use(s)	Marlboro Tobacco Barn	Consolidated storage
Acreage	4.9	4.9
Lots	1	1
Parcels	N/A	N/A
Square Footage/GFA	To be demolished	99,720

3. **Location:** The subject site is in Council District 9, Planning Area 79. It is located approximately one-quarter mile west of the intersection of MD 725 with US 301 on the south side of Marlboro Pike.
4. **Surroundings and Use:** The subject property is bounded on the north by Marlboro Pike and single-family detached dwellings across the street. To the east is the 84 Lumber Company, to the south is warehousing and consolidated storage, and to the west are single-family detached dwellings and a vehicle parking lot.
5. **Previous Approvals:** The property is the subject of Record Plat REP 208@9, which was approved on August 22, 2005. The property is known as the Marlboro Tobacco Market, Lot 1. The plat was prepared in accordance with section 24-107(d) and Section 24-107(c)(7)(D) and indicates that the gross floor area of the existing building located on this site is 94,867 when the record plat was approved. The detailed site plan is in substantial conformance with the record plat.

The detailed site plan indicates that the total gross floor area is 99,720 square feet, which would not result in a requirement for a new preliminary plan because ten percent of the site area had been developed pursuant to building permits issued on or before 1991 and vested on the record plat. There are no other subdivision issues at this time.

6. **Design Features:** The applicant is proposing a 99,720 square-foot consolidated storage facility with 584 internal storage units on the site. The proposal also includes 975 square feet of office space. Six buildings are proposed to accommodate the storage units. Four buildings form a square around two freestanding interior buildings within a courtyard configuration. Entrance and exit to the property is from Marlboro Pike. Parking for the project is located in the front yard of the building and to the east side of the building. Loading spaces are provided within the courtyard. The building layout screens the loading areas from the street. The applicant is not proposing signage at this time. The proposed consolidated storage buildings will be no more than 36 feet high with a combination of brick and EIFS façade and accent architectural features and roofing on each end of the building.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** Section 27-475.04 (a)(1), Consolidated Storage, establishes the following parameters for Consolidated Storage proposals:
- (A) **No entrances to individual Consolidated Storage units shall be visible from a street or from adjoining land in any residential or commercial zone (or land to be used for residential or commercial purposes on an approved Basic Plan for a Comprehensive Design Zone, or any approved Conceptual or Detailed Site Plan).**
  - (B) **Entrances to individual Consolidated Storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.**
  - (C) **The maximum height shall be 36 feet.**

Comment: The entrances to the individual consolidated storage units are located within the courtyard of buildings and will not be visible from the street. The proposed height of the consolidated storage building is 36 feet.

8. **Landscape Manual:** The proposal is subject to the requirements of Section 4.2 Commercial and Industrial Landscape Strip, Section 4.3 Parking Lot Landscaping and Section 4.7, Buffering Incompatible Uses of the *Landscape Manual*. The proposal complies with these requirements.
9. **Woodland Conservation Ordinance:** This site is larger than 40,000 square feet and has less than 10,000 square feet of existing woodland on-site. On February 17, 2006, the Environmental Planning Section issued a standard letter of exemption for this site. The letter is valid for two years from the date of issuance and it should be included in all future county permit applications for this DSP. No further information regarding woodland conservation is required.
10. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. In a memorandum dated June 6, 2006, the Department of Environmental Resources has stated that the proposal is consistent with the approved stormwater management concept plan # 18406-2001-01.
- b. In a memorandum dated May 26, 2006, the Permit Review Section provided review comments. The plan has been revised to address the issues raised, except for the issue of signage for the property. If building-mounted signage is proposed in the future, a revision to the plan will be required to be approved by the Planning Board or its designee.
- c. In a memorandum dated May 25, 2006, the Environmental Planning Section has stated that the site is exempt from the Woodland Conservation Ordinance and a standard letter of exemption is attached. The Environmental Planning Section recommends approval of DSP-06013. The Environmental Planning Section has not previously reviewed plans associated with this site.

A review of available information indicates the site contains 100-year floodplain. The property is not wooded. The site fronts Marlboro Pike, which is a designated scenic and historic road. The site will not be impacted by traffic-generated noise. According to the 2005 approved Countywide Green Infrastructure Plan (GI Plan), the site contains regulated areas and network gaps. This site is located in the Collington Branch watershed of the Patuxent River Basin River basin and in the Developing Tier as reflected in the 2002 approved General Plan.

- (1) Marlboro Pike is a designated scenic and historic road. The plan shows a 10-foot landscape buffer adjacent to the site boundary along Marlboro Pike. Because the site is already developed and intended for industrial use, improvements along this road have been adequately addressed. No further information regarding scenic and historic roads is required.
- (2) A stormwater management concept plan approval plan has been submitted with the DSP. The plan proposes 5,200 cubic yards of compensatory storage to control stormwater volumes. The proposed measurement will also reduce the impervious area of the site by 55 percent. The DSP is consistent with that plan. No further information regarding stormwater management is required.

**Recommended Condition:** Prior to approval of the DSP, copies of the approved stormwater management concept plan approval plan and letter shall be submitted.

- d. The Community Planning Division stated that the application is not inconsistent with the 2002 General Plan Development Pattern Policies for the Rural Tier. The application generally conforms to the land use recommendations of the 1993 *Adopted and Approved Subregion VI Study Area Master Plan*. However, the proposed development site is within the 100-year floodplain. The master plan identifies the site as part of the proposed East Marlboro Redevelopment Area. The plan (pages 154-155) recommends creation of the

redevelopment area to facilitate the gradual conversion of existing industrial uses to new commercial uses. The plan also notes (page 154) that approximately half of the proposed redevelopment area is within the 100-year floodplain, where new building construction is prohibited. The master plan identifies a primary management area (PMA) over most of the site. The 100-year floodplain is cited in the master plan as the primary environmental feature affecting the area that includes the proposed development site. There are no General Plan issues related to this detailed site plan application. The only master plan issue relates to the proposed development site's location within a PMA/100-year floodplain. The master plan (pages 158-159) sets forth general development guidelines for employment areas within the Subregion VI study area. Guidelines 13 and 14 encourage developers to preserve natural amenities and safeguard the water quality of local streams and watercourses.

Comment: In this case, there are no "natural amenities" to preserve on the site because it is completely developed, including those portions within the floodplain. The county discourages new buildings in the floodplain where a site is not already disturbed, but this area is clearly disturbed.

- e. The Historic Preservation and Public Facilities Section stated that the existing structure was one of three tobacco warehouses that were built in the late 1930s–early 1940s because there was a deliberate change in 1939 from a closed to an open tobacco market. The closed market consisted of packing tobacco in hogsheads and shipping it by rail to Baltimore to be sold. The tobacco was sold in the hogsheads, sight unseen. The open market that was introduced in 1939 was the auction of loose-leaf tobacco from auction warehouses. The Marlboro Tobacco Market opened in 1939. The other two structures have been demolished. One was the Edelen Brothers Warehouse, at 15501 Marlboro Pike, which opened in 1940 and closed in 1988 (PG 79-41-1), and the other was the Planters Tobacco Warehouse (PG 79-41-2), at 15403 Marlboro Pike. The Planters Warehouse was constructed in 1941 and opened in 1942 and was owned by Peter and John Buchheister.

### **Historic Preservation Recommendations**

Prior to demolition of the Marlboro Tobacco Market, Inc., documentation for the Tobacco Market building and any standing structures related to it should be completed. Documentation should include photographs (exterior and interior) and completion of a Maryland Historical Trust (MHT) Inventory form, with a detailed description of the structures (including current conditions and approximate date of construction). An architectural historian who meets the Secretary of the Interior's Professional Qualifications should complete this work.

Phase I archeological survey is not recommended by the Planning Department on the above-referenced property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability that archeological sites are located on the subject property is low. Section 106 review may require archeological survey for state or federal agencies, however. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties, to

include archeological sites.

- f. The Urban Design Section recommends that architectural elevations be revised to indicate brick up to 10 feet on the front and side of Building One. This will provide for slightly more visible brick at the base of the building and will be more durable because the location of the EIFS material will not be within reach of a pedestrian, adding to the durability of the building. The combination of materials, rather than a full-brick front, will be more attractive by providing variation in materials, as the building is rather monolithic in appearance.
- g. The State Highway Administration reviewed the plans and provided the following comments in a letter dated July 19, 2006, from Steven D. Foster to Susan Lareuse:

“This is in follow-up to our letter dated July 10, 2006 on the subject of the above captioned. A meeting was held at the State Highway Administration’s Greenbelt Office with Mr. William Stehle, Mr. Peter Campanides, SHA Traffic Engineer and Mr. Michael Bailey of this office. The purpose of this meeting was to discuss and clarify the proposed improvements for the Marlboro Tobacco Market project.

“Based on the results of that meeting the following comments are offered for your consideration:

- The proposed entrance shown on the revised site plan dated July, 2006 reflects an entrance location and road improvements consistent with State Highway Administration (SHA)-Access Manual Guidelines.
- The proposed entrance new location provides adequate sight distance meeting the AASHTO guidelines.
- The applicant’s engineer agrees to prepare and submit a pavement marking, striping and signing plan showing appropriate items meeting SHA requirements.
- The review comments from our June 19, 2006 letter to Stehle Engineering Corporation have been addressed.
- The SHA-Access Permit Division is continuing to work with the applicant and his engineer through the permit review process at this time.”

In summation: we request that you accept this letter in support of Detailed Site Plan DSP-06013.”

- h. The Transportation Planning Section found that the subject property encompasses a developed tax parcel. There is no existing trip or development cap that limits this parcel. Therefore, it would appear that the development proposed by the site plan could be constructed by right without consideration of issues of transportation adequacy. The existing warehouse is estimated to generate 39 AM and 39 PM peak-hour trips (although the warehouse space appears to be unused, it could be placed back into use by right).

The proposed development would generate 15 AM and 26 PM peak-hour trips.

Access and circulation to the site are acceptable. It is noted that MD 725 is shown on the master plan as a commercial roadway, and that provision of 35 feet from centerline is reflected on the plan. Also, the site's frontage exists as essentially a dirt driveway, and this plan will consolidate all access to a single commercial driveway. This is of general benefit; however, this access point must be deemed acceptable by the State Highway Administration (SHA) prior to the approval of this site plan. It is also noted that there exists a fair degree of pedestrian activity along Marlboro Pike. There are no sidewalks currently, and there is a need to confirm with the trails coordinator that appropriate provision for pedestrians is made along this section of MD 725.

Given these findings, the Transportation Planning Section believes that the needed findings for the approval of this plan, from the perspective of transportation, are met. This finding is contingent upon a determination by SHA that the access point is acceptable and by a determination by the trails coordinator that the plan makes adequate provision for pedestrians, by providing a sidewalk along the frontage if acceptable to the SHA.

**Comment:** The plans were revised to provide a sidewalk along the entire frontage of the property, prior to the Planning Board hearing.

11. With the proposed conditions, the Detailed Site Plan DSP-06013 represents a reasonable alternative for satisfying site design guidelines of Subtitle 27, Part 3, Division 9 of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Detailed Site Plan DSP-06013, subject to the following conditions:

1. Prior to demolition of the Marlboro Tobacco Market, Inc., documentation for the Tobacco Market building and any standing structures related to it shall be completed. Documentation shall include photographs (exterior and interior) and completion of a Maryland Historical Trust (MHT) Inventory form, with a detailed description of the structures (including current conditions and approximate date of construction). An architectural historian who meets the Secretary of the Interior's Professional Qualifications should complete this work.
2. Prior to certification of the detailed site plan, the site/landscape and architectural plans shall be revised to add brick up to ten feet on Building One on the north, east and west sides of the building.
3. Prior to certification of the detailed site plan, the site/landscape plans shall be revised to reflect the revised location of the commercial driveway entrance as addressed in the Maryland State Highway Administration's July 19, 2006 letter supporting the plan, as shown on Exhibit A.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns, Eley and Parker voting in favor of the motion at its regular meeting held on Thursday, July 20, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7<sup>th</sup> day of September 2006.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

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