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Preliminary Plan 4-03045

Application	General Data
Project Name: HANSON-PALMER INDUSTRIAL PARK Location: Northwest corner of Lottsford Vista Road and Martin Luther King, Jr. Highway. Applicant/Address: Stehle, William N. 14400 Old Mill Road, Suite #101 Upper Marlboro, MD 20772	Date Accepted: 05/19/03
	Planning Board Action Limit: 07/27/03
	Plan Acreage: 14.11
	Zone: I-1
	Parcels: 2
	Election District: 13
	Planning Area: 70
	Council District: 05
	Municipality: N/A
	200-Scale Base Map: 206NE09

Purpose of Application	Notice Dates
INDUSTRIAL SUBDIVISION	Adjoining Property Owners: (CB-15-1998) N/A
	Previous Parties of Record: (CB-13-1997) N/A
	Sign(s) Posted on Site: 07/09/03
	Variance(s): Adjoining Property Owners: N/A

Staff Recommendation		Staff Reviewer: Whitney Chellis	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-03045
Hanson-Palmer Industrial Park, Parcels B and C

OVERVIEW

The subject property is located in the southwest quadrant of the intersection of Martin Luther King, Jr. Highway and Lottsford Vista Road. The property is located on Tax Map 45 in Grid A-4 and is known as Parcel 179 and Parcel A. Parcel A is approximately 14.11 acres and Parcel 179 is approximately .43 acre. Parcel 179 and Parcel A are zoned I-1.

Parcel A is the subject of record plat WWW 75 @ 49 recorded in land records in 1970. Parcel 179 fronts on Martin Luther King, Jr. Highway and is a residue parcel, identified as land "reserved for widening." Access to Martin Luther King, Jr. Highway from Parcel A was restricted on the record plat. Parcel 179 was retained by the owner and never dedicated to public use. Parcel 179 is not necessary for the further widening of Martin Luther King, Jr. Highway and is being incorporated into this site. The applicant is proposing to subdivide Parcel A and Parcel 179 into Parcels B and C. Proposed Parcel B is 10.72 acres and proposed Parcel C is 3.39 acres.

In 1988 Preliminary Plan 4-88296 was filed to subdivide this property into Parcels B and C as proposed under this application. Prior to the Planning Board hearing, the applicant withdrew the preliminary plan. The preliminary plan file does not indicate why the application was withdrawn.

Parcel A is currently developed with a consolidated storage use is known as Devon Self-Storage. The Planning Board approved a Detailed Site Plan (DSP) for the consolidated storage use, DSP-98021, on Parcel A. The consolidated storage use is to remain and will be located on Parcel B. The applicant has proposed to construct an auto repair facility on proposed Parcel C. Development in the I-1 Zone requires that ten percent of the site be retained in green area. Development of the consolidated storage facility on Parcel A currently conforms to this minimum standard. However, Parcel B is a reduction in the land area that the consolidated storage use is located on. Prior to signature approval the applicant should demonstrate that the consolidated storage use on proposed Parcel B would conform to the ten percent green area requirement. In addition, because of the revision of the land area subject to DSP-98021, it is the responsibility of the property owner to file a revision to DSP-98021 for the Devon Self Storage to reflect the proposed subdivision if approved by the Planning Board.

The site is located along the perimeter of an employment area identified in the master plan as Employment Area 4. This employment area is about 400± acres and extends south from MD 450, crossing Martin Luther King, Jr. Highway and south to US 50. The eastern boundary of the employment area is Lottsford Vista Road. Across Lottsford Vista Road is R-T-zoned land. Views of the this property from Lottsford Vista Road and the adjoining residential land uses are an important element in establishing the perception of the industrial park and can set a tone for both residential and commercial development in the area. Staff is recommending the review of a Detailed Site Plan for the development on Parcel C as discussed

further in Finding 3 of this report.
SETTING

The subject property is located in the southwest quadrant of the intersection of Martin Luther King, Jr. Highway and Lottsford Vista Road. The property is zoned I-1 and is part of an employment area zoned I-1 to the west and south and I-2 to the northwest across Martin Luther King, Jr. Highway. The employment park is generally developed. To the east across Lottsford Vista Road is R-T-zoned land that is transitioning from generally undeveloped, with a few scattered single-family dwellings, to a townhouse community.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	I-1	I-1
Use(s)	Consolidated Storage 66,399 GFA	Consolidated Storage and Auto Repair
Acreage	14.11	14.11
Parcels	2	2
Square footage:	125,611	137,198

2. **Environmental**—This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site. The applicant is proposing to fulfill the woodland conservation requirement of 3.90 acres with .61 acre of on-site woodland conservation and 3.29 acres of off-site mitigation. The TCPI as submitted with this application has been found to require revisions. The Limit of Disturbance (LOD) has not been shown on the TCPI as required. The applicant needs to clearly identify on the plan as well as in the legend the areas proposed for woodland conservation. TCPI/38/03 is recommended for approval subject to conditions.

A review of the available information indicates that streams, 100-year floodplain and wetlands are not found to occur on the property. The soils found to occur according to the Prince George’s County Soil Survey includes soils in the Collington, Adelphia and Keyport series. The Keyport soils are considered highly erodible. The Collington and Adelphia soils pose few difficulties for development. According to available information, Marlboro clay is not found to occur on this property.

According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled “Ecologically Significant Areas in Anne Arundel and Prince George’s Counties,” December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. This property is located in the Folly Branch watershed of the Patuxent River basin.

3. **Community Planning**—The subject property is located within the limits of the Glenn Dale-Seabrook-Lanham and Vicinity Master Plan (1993), in Planning Area 70 (Employment Area 4) in Lanham. The master plan land use recommendation is for employment. The General Plan locates this property in the Developing Tier. The proposed preliminary plan is consistent with the recommendations in the master plan and the General Plan.

The proposed subdivision of one lot into two lots is in conformance with the master plan. However, future non-office-type uses on the subdivided lots may not be in conformance with the goals, objectives, concepts and guidelines for employment areas as addressed in the master plan. The site plan indicates the future use of proposed Parcel C is an auto body repair shop. This use and other commercial service uses, industrial uses and non-office-type uses generally do not provide for more attractive employment opportunities, do not provide for the diversity in job opportunities sought in an employment park, and do not always provide for high quality development.

Further, non-office-type uses can be out of character with the office and research/development uses on adjacent properties and the developing and future townhouse residential community in the R-T Zone across Lottsford-Vista Road. It is recognized that proposed Parcel C abuts an existing consolidated storage facility on proposed Parcel B, formerly the Hargrove (parade floats maker) building. The original development on Parcel B predates much of the development in this employment park. However, the consolidated storage use required the review and approval of a Detailed Site Plan (DSP). Through the review and approval of DSP-98201 by the Planning Board, a very attractive and compatible site was developed on proposed Parcel B. Staff recommends that the review and approval of a DSP be required for development on proposed Parcel C. This recommendation is consistent with the staff recommendation on Preliminary Plan 4-88296, the originally proposed subdivision of Parcel A. Staff recommended the review of the DSP for development of this property to ensure compatibility with the design guidelines of the master plan and review of landscaping and screening.

The existing I-1 zoning allows a range of land uses (an auto body shop is permitted). A significant portion of Employment Area 4 has been developed with offices and research/development uses in the I-1 Zone. Non-office-type development should warrant special attention in the development review process to ensure that 1) the character of the employment area is not affected particularly at such a visible location, and 2) future development has a minimal visual impact on the residential area across Lottsford-Vista Road.

If the subdivision is approved, it is recommended that a Detailed Site Plan (DSP) be required. Staff believes that review of the DSP could be evaluated at a staff level prior to building permit. The DSP review should address the following:

- a. Building materials and architecture: Future development should include brick and/or other appropriate exterior materials that are consistent with the office buildings in the employment area. The development should be designed to appear more like an office building rather than garage or warehouse, as examples. The colors on the building should be muted unless determined appropriate as an accent to the primary color(s).
- b. Signs: A low, ground-mounted sign is preferred. Freestanding pole signs should not be permitted. Building-attached signs should not be permitted.
- c. Screening: Parking lots and other vehicle-related activities (such as service bays and loading areas) should be screened from view from the street and adjoining office sites from ground level. This could be accomplished through the use of landscaping, decorative walls or fences, and/or by the layout of the building, which could function as screening. The existing screening used on proposed Parcel B along the road frontages should be considered for proposed Parcel C, if it is determined to be appropriate.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the proposed subdivision is exempt from the requirements of the mandatory dedication of parkland because the property is nonresidentially zoned.
5. **Trails**—The Adopted and Approved Glenn Dale-Seabrook-Lanham and Vicinity Master Plan designates Martin Luther King, Jr. Highway (MD 704) as a master plan bicycle/trail route. This facility may ultimately involve standard or wide sidewalks for pedestrians along with on-road bicycle facilities (wide curb lanes or designated bike lanes) for faster-moving bicycle traffic. Currently, standard sidewalks are present along the subject site's entire road frontage of MD 704. Comprehensive bicycle and pedestrian facilities will have to be addressed corridor-wide and the time of road improvement or re-striping. No facility construction is recommended at this time for this specific site. The standard sidewalks accommodate pedestrians on the subject site. However, it is recommended that the road be designated as a Class III bikeway with SHA "Share the Road" signage and that additional bicycle and pedestrian facilities be considered through an SHA road improvement project for the MD 704 corridor.
6. **Transportation**—The findings and recommendations outlined below are based upon a review of relevant materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

The subject property is located within the Developing Tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

Unsignalized intersections: The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The applicant proposes to subdivide an existing partially developed parcel into two separate industrial lots. The existing lot was platted as Hanson Palmer, Parcel A in 1970. Proposed Parcel B contains the existing 125,600 square foot mini-warehouse complex. Proposed Parcel C would contain an automobile repair facility of 11,600 square feet, but should be assumed to be planned for industrial space also, for the purpose of establishing a trip cap.

The subdivision will incorporate a small tax parcel adjacent to MD 704 and the mini-warehouse complex. While this parcel will be incorporated into the subdivision, no development is planned for the site.

Using a 0.25 floor-to-area ratio (FAR), the subdivision of this property could have the development of up to 184,400 square feet of industrial development. As long as the existing development and any future development stays within this square footage limit, there is no issue of transportation adequacy. A total of 125,600 square feet has been constructed to date, leaving a potential of 58,800 square feet to be developed. Therefore, the proposed subdivision would generate no net trips as a

result of creating the additional parcel. There would be no resulting impact on traffic operations at the MD 704/Lottsford Vista Road intersection, which is the development's critical intersection, as a result of the subdivision.

The additional square footage would generate 41 AM and 41 PM peak-hour vehicle trips (assuming light industrial trip rates consistent with I-1 zoning). Staff recommend limiting additional development within the subdivision to permitted uses that would generate no more than the number of peak-hour trips stated above.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Subdivision Regulations if the application is approved with conditions.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002) and concluded that the subdivision is exempt from the APF test for schools because it is commercial use only.
8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of fire and rescue facilities and concluded the following:
 - a. The existing fire engine service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 3.98 minutes, which is beyond the 3.25-minute travel time guideline.
 - b. The existing ambulance service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 3.98 minutes, which is within the 4.25-minute travel time guideline.
 - c. The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 3.98 minutes, which is within the 7.25-minute travel time guideline.
 - d. The existing ladder truck service at Kentland Fire Station, Company 33, located at 7701 Landover Road, has a service travel time of 5.12 minutes, which is beyond the 4.25-minute travel time guideline.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system should be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

9. **Police Facilities**—The proposed development is within the service area for Police District II- Bowie. In accordance with Section 24-122.1(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed Hanson-Palmer Industrial Park development and this

police facility will adequately serve the population generated by the proposed subdivision. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of 6/30/2002, the County had 874 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for additional 69 sworn personnel. This police facility will adequately serve the population generated by the proposed subdivision.

10. **Health Department**—The Health Department has reviewed the proposed subdivision and has no comment.
11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required for Parcel C. A Stormwater Management Concept Plan, # 16808-2001-00, has been submitted, but not yet approved. To ensure that development of this site does not result in on-site or downstream flooding, this concept plan must be approved prior to Detailed Site Plan. Development must be in accordance with this approved plan. Proposed Parcel B is fully developed in accordance with a previously approved stormwater management plan.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
 - a. To demonstrate that development on Parcel B conforms to the minimum ten percent green area requirement for development in the I-1 Zone, or the lot line between Parcel B and C will be relocated to accommodate adequate land area to provide for a minimum of ten percent green area on Parcel B.
 - b. To label denied access from Parcel B to Martin Luther King, Jr. Highway.
 - c. To note that development on Parcel B is subject to DSP-98021, and that it is the applicant's responsibility to file a revision to DSP-98021 to reflect the subdivision.
2. Prior to the issuance of permits or in conjunction with the Detailed Site Plan, whichever comes first, a Type II Tree Conservation Plan shall be approved.
3. Prior to the issuance of building permits a Detailed Site Plan shall be approved by the Planning Board or its designee for Parcel C to address building materials and architecture, signs and screening.
4. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.
5. Prior to the issuance of a building permit, the applicant, his heirs, successors, and/or assignees shall provide the installation of one "Share the Road with a Bike" sign in accordance with State requirements, and upon state approval, along Martin Luther King, Jr. Highway (MD 704). The developer would purchase the signs from the state and install them in accordance with the state's

Manual on Uniform Traffic Control Devices dealing with the section on bicycle facilities. If the state declines the signage, this condition shall be void.

6. Prior to signature approval of the Type I Tree Conservation Plan, TCPI/38/03 shall be revised as follows:
 - a. Revise the TCPI to show the LOD
 - b. Revise the TCPI to remove the soils information
 - c. Revise the TCPI to show the areas of proposed woodland conservation
 - d. Have the revised plan signed and dated by the Qualified Professional who prepared the plan.
7. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/38/03). The following note shall be placed on the Final Plat of Subdivision:

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/38/03), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”
8. Development of Parcel C shall be in accordance with the approved Stormwater Management Concept Plan, # 16808-2001-00.
9. Total development within the subject property shall be limited to the existing industrial development plus 58,800 square feet of light industrial space, or equivalent development that is permitted within the I-1 Zone, which generates no more than 41 AM and 41 PM peak-hour vehicle trips. Development of up to 5,000 square feet of light industrial space shall not constitute a significant change in peak-hour trip generation. Any development other than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

STAFF RECOMMENDS APPROVAL OF TREE CONSERVATION PLAN TCPI/38/03.