



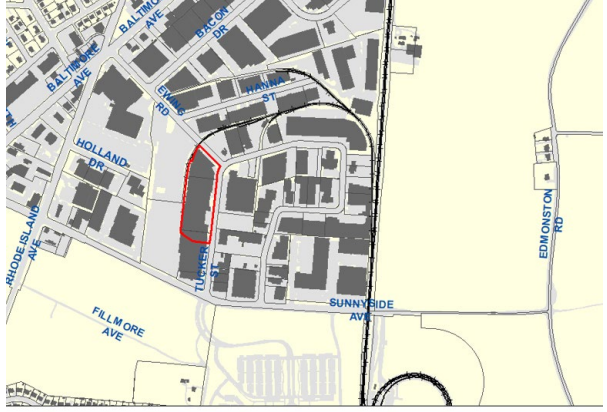
The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Final Plat of Subdivision Beltsville Industrial Center, Parcels 20-22

5-20072

REQUEST	STAFF RECOMMENDATION
Final plat of resubdivision in accordance with Section 24-111(c).	APPROVAL with conditions

Location: Southwest of the intersection of Tucker Street and Ewing Road.			
Gross Acreage:	4.76		
Zone:	I-2		
Gross Floor Area:	N/A		
Lots:	0		
Parcels:	3		
Planning Area:	61		
Council District:	01		
Election District:	01		
Municipality:	N/A		
200-Scale Base Map:	213NE05		
Applicant/Address: Prologis 6711 Columbia Gateway Drive, Suite 130 Columbia, MD 21046		Planning Board Date:	11/19/2020
Staff Reviewer: Sam Braden IV Phone Number: 301-952-3411 Email: Sam.BradenIV@ppd.mncppc.org		Planning Board Action Limit:	12/09/2020
		Mandatory Action Timeframe	30 days
		Staff Report Date:	11/09/2020
		Date Accepted:	11/09/2020
		Informational Mailing:	N/A
		Acceptance Mailing:	N/A
		Sign Posting Deadline:	N/A

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/.
Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Final Plat of Subdivision 5-20072
Beltsville Industrial Center, Parcels 20-22

OVERVIEW

The subject property was recorded as Parcels A (now known as Parcel 2-A), B, and C of Beltsville Industrial Center in Plat Book WWW 43-82 (1962). A minor lot line adjustment of Parcel A was subsequently recorded in Plat Book NLP 114-45, which redesignated the property as Parcel 2-A. The site is located southwest of the intersection of Tucker Street and Ewing Road and is zoned Heavy Industrial (I-2). In accordance with State Department of Assessments and Taxation (SDAT) records, the site contains 158,663 square feet of gross floor area of development. As stated by the applicant, the site currently contains a 157,845-square-foot portion of a larger existing distribution and warehouse facility, which spans onto abutting properties. This slight discrepancy with staff findings is not significant enough to change the adequacy analysis herein. The existing development is proposed to be razed, and this site is to be redeveloped with approximately 119,017 square feet of a larger 265,429-square-foot industrial building also spanning to abutting properties (Parcels 3-B and 3-C). The subject site is approximately 4.76 acres and the subject application is a final plat for resubdivision of the property, as required by Section 24-111(c) of the Prince George's County Subdivision Regulations, in this case for the development of more than 5,000 square feet of gross floor area. The parcels are redesignated as Parcels 20-22 on this final plat of resubdivision.

Section 24-111(c) requires a final plat of subdivision approved prior to October 27, 1970 to be resubdivided prior to issuance of a building permit, unless meeting one of the exemption criteria outlined in Section 24-111(c)(1)-(4). The subject parcels do not meet any of the exemptions, and therefore, are required to be resubdivided. Further, Section 24-111(c) provides that a final plat submitted for resubdivision, without modifications, shall be approved by the Prince George's County Planning Board if it is found that adequate public facilities exist or are programmed for the area within which the subdivision is located, as defined in Divisions 3 and 4 of Subtitle 24.

The applicant has submitted this final plat application in accordance with the requirements of Section 24-111(c), with a concept development proposal to construct a new warehouse including delivery services of 265,429 square feet of total gross floor area, with 119,017 square feet of the gross floor area to be constructed on the subject parcels. The concept development proposal stated in the transportation analysis, submitted by the applicant, is for the sole purpose of determining adequacy. Adequate public facilities were found to exist based on the findings and conditions set forth below.

Staff recommends **approval** of the final plat, with conditions, based on the findings contained in this technical staff report.

SETTING

The property is located on Tax Map 19, Grids A-3 and A-4, and is in Planning Area 61. The site is in the I-2 Zone and is immediately surrounded by industrial uses also in the I-2 Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject final plat of subdivision application.

	EXISTING	PROPOSED
Zone(s)	I-2	I-2
Use(s)	Industrial	Industrial
Acreage	4.76	4.76
Lots	0	0
Parcels	3	3
Variance	No	No
Variation	No	No

2. **Trails**—The subject minor plat was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the 2010 *Approved Subregion 1 Master Plan and Sectional Map Amendment* (master plan), and the relevant regulations to provide the appropriate pedestrian and bicycle transportation recommendations.

Existing Conditions, Sidewalks and Bike Infrastructure

The submitted application proposes the construction of a 265,429-square-foot warehouse, which will be located on five parcels, at the intersection of Tucker Street and Ewing Road in Beltsville. Approximately 119,017 square feet of gross floor area of this warehouse is proposed to be located on Parcels 20-22, which is the focus of this application for a final plat of resubdivision. The area under review for the subject application has a portion of land area that falls within the 2002 General Plan Baltimore Avenue Corridor. However, based on the nature of the application, the property is not subject to Section 24-124.01 of the Subdivision Regulations, the pedestrian and bicycle adequacy legislation, or the Transportation Review Guidelines, Part 2.

Parcels 21 and 22 currently do not feature any existing sidewalks along their respective frontages along Tucker Street and Ewing Road. Parcel 20 does contain a sidewalk along its frontage of Tucker Street. There are no existing bicycle facilities within the immediate vicinity of the subject property.

Proposed Pedestrian and Bicycle Facilities

The submitted plans do not include any proposed sidewalks, or bicycle infrastructure.

Review of Master Plan Compliance:

This development case is subject to the MPOT, which recommends the following facilities in the vicinity of the subject site:

- Planned side path along Sunnyside Avenue

The construction of bicycle facilities on Sunnyside Avenue is beyond the scope of the subject application.

The MPOT provides policy guidance regarding multimodal transportation, and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The Bicycle, Pedestrian and Equestrian Facilities Section of the master plan (page 58) makes the following recommendations:

Policy 2: Provide sidewalks and neighborhood trail connections within existing communities to improve pedestrian safety, allow for safe routes to schools, and provide for increased nonmotorized connectivity between neighborhoods.

Staff recommends that the reconstruction of the subject property features five-foot-wide sidewalks along the frontage of Parcels 20-22, consistent with Policy 2. Staff further recommends a crosswalk originating at the northeast corner of Parcel 22 crossing Ewing Road, culminating at 10401 Ewing Road, and an additional crosswalk originating at the northeast corner of Parcel 22 crossing Tucker Street, culminating at 10549 Tucker Street, which would be consistent with Policies 2 and 5. In addition, staff recommends a minimum of two bicycle racks be provided at a location convenient to the entrance of the facility, consistent with Policy 4. These improvements will help establish complete streets principles within an existing industrial area, creating a safer and more robust pedestrian and bicycle network.

3. **Transportation**—The subject property, which consists of proposed Parcels 20, 21, and 22, is located within the southwest quadrant of Tucker Street and Ewing Road in Beltsville. The property is currently improved with a building that was once used as a light service industrial facility. The building occupies all three parcels with the following floor areas based on information provided by SDAT:

- Parcel 20 19,951 square feet
 - Parcel 21 74,901 square feet
 - Parcel 22 63,811 square feet
- Total building area: 158,663 square feet

Information provided in the “Transportation Review Guidelines”, indicates that the trip generation rates for a light service industrial use is 0.86 trip per 1,000 square feet of development for both the AM and PM peak hours. Consequently, the total trips that the existing building has been generating is $158.663 \times 0.86 = 136$ approximately. Therefore, staff is recommending a trip cap of 136 AM and PM peak-hour trips.

Information provided by the applicant suggests that the existing structure will be razed to make room for a smaller building of similar use. Specifically, the proposed building will be approximately 119,017 square feet. Applying the same trip rates would yield the following: $119.017 \times 0.86 = 102$ trips. Therefore, the proposed new building will not exceed the trip generation of the building it replaced. Consequently, staff finds that transportation adequacy can be determined if no future development generates trips in excess of 136 AM and PM peak trips.

4. **Public Facilities**—In accordance with Division 3 of the Subdivision Regulations, water and sewerage, police, and fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section dated October 13, 2020 (Thompson to Braden), provided in the backup of this technical staff report and incorporated by reference herein. The proposed development is exempt from a review of school facilities because it is a nonresidential use.
5. **Referrals and Comments from Other Entities**—The requested variation was referred to the Prince George’s County Department of Permitting, Inspections and Enforcement, the Prince George’s County Fire Department, and the Maryland State Highway Administration. None of the referred agencies objected to the approval of this application.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Total development within the subject property shall be limited to uses which generate no more than 136 AM peak-hour trips and 136 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.
2. Any residential development of the subject property shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
3. Prior to the approval of the first building permit for the subject property, the applicant and the applicant’s heirs, successors, and/or assignees shall display on all relevant and necessary site plan submissions:
 - a. Sidewalks along the subject property’s frontage of Parcels 20-22.

- b. Crosswalk crossing Ewing Road at its intersection with Tucker Street, originating at the northeast corner of Parcel 22, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- c. Crosswalk crossing Tucker Street at its intersection with Ewing Road, originating at the northeast corner of Parcel 22, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- d. A minimum of two bicycle racks (Inverted U Rack style or a style that provides two points for contact for each bicycle) at a location convenient to the entrance.

STAFF RECOMMENDS:

- Approval of Final Plat of Subdivision 5-20072