



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm

DETAILED SITE PLAN

DSP-00037/01

Application	General Data
Project Name WASHINGTON BUSINESS PARK, LOT 24 Location NORTHWEST QUADRANT OF MD 450 AND MD 704 INTERSECTION ALONG THE EAST SIDE OF BUSINESS PARKWAY Applicant/Address DJG Scott Street Nestle et al Arroy & Coates 500 Washington Street, 7 th Floor San Francisco, California	Date Accepted 04/05/2002
	Planning Board Action Limit 06/14/2002 (waived)
	ZHE Hearing Date na
	Plan Acreage 5.83
	Zone I-1
	Dwelling Units NA
	Square Footage NA
	Planning Area 70
	Council District 05
	Municipality NA
	200-Scale Base Map 207NE09

Purpose of Application	Notice Dates
Revision to establish a pro rata share of peak-hour trips for Lot 24 Block B	Adjoining Property Owners 03/27/02 (CB-15-1998)
	Previous Parties of Record 05/06/02 (CB-13-1997)
	Sign(s) Posted on Site 06/07/02
	Variance(s): Adjoining Property Owners NA

Staff Recommendation			Staff Reviewer: SRINIVAS, LAXMI
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION

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June 27, 2002

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Laxmi Srinivas, Senior Planner

SUBJECT: Detailed Site Plan SP-00037/01
Washington Business Park - Lot 24 (formerly Lot 21, Block B)

The Urban Design staff has reviewed the site development plans for the subject proposal and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

EVALUATION

This Detailed Site Plan was reviewed and evaluated for compliance with the following criteria:

- a. Zoning Ordinance Nos. 44-1979 and 64-1979
- b. Preliminary Plan 4-00043
- c. The requirements of the following sections of the Zoning Ordinance:
 - Section 27-473 governing permitted uses in the I-1 Zone
 - Section 27-469 regarding the I-1 Zone (Light Industrial)
 - Section 27-568 regarding minimum parking requirements
 - Section 27-582 regarding minimum loading requirements
- d. The requirements of the *Landscape Manual*
- e. Referrals.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

1. The subject site (Lot 24, Block B), consisting of approximately 5.82 acres, is located on the west side of Business Parkway in the Washington Business Park development. The adjacent properties have the following zoning designations and uses:
 - property to the north, zoned I-1, has industrial uses
 - property to the south, zoned I-1, is vacant
 - properties to the west - the northwest property zoned I-2 is vacant and the southwest property, zoned I-1 and I-2, has industrial uses
2. Detailed Site Plan SP-00037 was approved by the Planning Board on November 9, 2000 (PGCPB No. 00-199), for a warehouse/distribution facility on the subject property. The proposed use is a permitted use in the I-1 Zone. The proposal also included an office and a truck maintenance facility.
3. Preliminary Plan 4-86120 was approved by the Planning Board on September 25, 1986, for 16 lots in the Washington Business Park (PGCPB No. 86-370). The subject lot was formerly Lot 21, Block B. Detailed Site Plan SP-88017 was approved on April 14, 1988 (PGCPB No.88-153), for a warehouse building on the subject site, but construction in accordance with the previous approval never took place.
4. Preliminary Plan 4-00043 was approved by the Planning Board on November 2, 2000, for subdividing Lot 21 into Lot 24 and Lot 25. The Preliminary Plan was approved with six conditions requiring identification of all off-site woodland conservation, recordation of easements for the off-site conservation, uses that generate no more than 108 AM and 108 PM peak-hour vehicle trips, and an approved stormwater management concept plan. The subject lot, Lot 24, consists of 5.82 acres and Lot 25 consists of 2.51 acres. The Detailed Site Plan SP-00037 was found to be consistent with the Preliminary Plan approval. Three conditions of approval were added to address the tree conservation and maximum trip generation issues identified during the Preliminary Plan approval.
5. Condition #3 of SP-00037 states that:

Total development of Lots 24 and 25, as shown on the Preliminary Plan, shall be limited to permitted uses that generate no more than 108 AM and 108 PM peak hour vehicle trips. Any development other than that identified herein shall require an additional Preliminary Plan of Subdivision with a new determination of the adequacy of transportation facilities.

The subject revision to Detailed Site Plan SP-00037/01 is being submitted to revise the above condition to eliminate Lot 25 from the combined trip cap calculations and establish trip cap calculations for Lot 24 only. The applicant is proposing a trip cap of 75 AM and 75 PM peak-hour vehicle trips for Lot 24, which is 69 percent of the 108AM and 108 PM peak-hour trips allocated to Lots 24 and 25. The separate trip caps for the two lots are being requested so that Lot 25 can be developed independently and the proposed development on Lot 25 need not be dependent upon a combined trip cap for both the lots. No other changes are proposed to the approved development.

Referral Comments

6. The Community Planning Division (Fields to Srinivas, April 24, 2002) has stated that there are no master plan issues raised by this proposal.
7. The Subdivision Section (Del Balzo to Srinivas, April 9, 2002) has stated that the property is the subject of record plat CH 191@71, recorded in March 2001. The record plat includes a note that restricts total development on Lots 24 and 25 to that which generates no more than 108 AM and 108 PM trips for both lots. Since the subject revision to the Detailed Site Plan proposes to establish trip caps for Lot 24 only, the Transportation Planning Section must comment on the proposal. The section has requested that a note be added to the Detailed Site Plan stating the approved trip cap for both lots so that a potential developer is aware of the trip cap assigned to Lot 25. A condition of approval has been added to require the same.
8. The Transportation Planning Section (Masog to Srinivas, June 5, 2002) has stated that the existing development on Lot 24 is within the proposed trip cap. The potential trip cap for Lot 24 would be 75 AM and 75 PM trips, and the potential trip cap for Lot 25 would be 33 AM and 33 PM trips. The section has requested a condition of approval establishing a trip cap of 75 AM and 75 PM trips for Lot 24. A condition of approval has been added to require the same.

The memorandum from the Transportation Planning Section states that:

■The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 5.82 acres of land in the I-1 zone. The property is located on the west side of Business Parkway, approximately 1,000 feet north of its intersection with MD 704. This site was previously reviewed as a two-lot site plan over 8.33 acres. The applicant proposes to separate Lot 25 (the undeveloped portion) from Lot 24 (the developed portion) and have a trip cap for Lot 24 only consistent with the I-1 zone.

■A warehouse and distribution facility totaling 45,000 square feet has been constructed on Lot 24; no further development is proposed at this time. During staff's initial review of SP-00037, staff determined that the uses would generate 33 AM and 31 PM peak hour vehicle trips. Staff stands by these numbers today. However, the overall trip cap for Lots 24 and 25 combined has been set at 108 AM and 108 PM peak hour vehicle trips by a condition on preliminary plan of subdivision 4-00043. Based on the proportion of land area, Lot 24 is 69.8679 percent of the total subdivision. Therefore, the potential cap for Lot 24 alone would be 75 AM and 75 PM peak-hour vehicle trips.

■Staff observes that the existing development on Lot 24 is well within the proposed cap. Also, Lot 25 would consequently be capped at 33 AM and 33 PM peak hour vehicle trips.

■TRANSPORTATION STAFF CONCLUSIONS

■Concerning the detailed site plan, the Transportation Planning Section concludes that the submitted plan adequately satisfies the site design guidelines from the standpoint of transportation. The following condition should reflect the trip cap for Lot 24:

- 1. Total development of Lot 24 shall be limited to permitted uses which generate no more than 75 AM and 75 PM peak hour vehicle trips. Any development other than that identified herein above shall require an additional Preliminary Plan of Subdivision with a new determination of the adequacy of transportation facilities.●
9. With the proposed conditions, the revision to Detailed Site Plan SP-00037/01 is found to represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE SP-00037/01 and TCP II/109/00 subject to the following conditions:

- 1. Condition 3 of DSP-00037 (PGCPB Res. No. 00-199) is hereby revised as follows:

Total development of Lot 24 shall be limited to permitted uses which generate no more than 75 AM and 75 PM peak-hour vehicle trips. Any development other than that identified herein above shall require an additional Preliminary Plan of Subdivision with a new determination of the adequacy of transportation facilities.
- 2. Prior to certificate approval, a note shall be added to the site/grading plans that states the total trip cap for Lot 24 and the total trip cap for Lot 25.