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SPECIFIC DESIGN PLAN

SDP-0302

Application	General Data
Project Name Collington Center Location Northeast Quadrant Of Queen's Court, approximately 1,300 feet east Of Prince George's Boulevard Applicant/Address Tomorrow's Solution, Inc. c/o John Tribble, 901 Southern Avenue Oxon Hill, MD 20745	Date Accepted 02/19/2003
	Planning Board Action Limit NA
	Plan Acreage 16.0487
	Zone E-I-A
	Dwelling Units N/A
	Square Footage N/A
	Planning Area 74A
	Council District 04
	Municipality NA
	200-Scale Base Map 202 SE 14

Purpose of Application	Notice Dates
Rough grading plan for a future warehouse— installation of water and sewer connections	Adjoining Property Owners 04/12/03 (CB-15-1998)
	Previous Parties of Record NA (CB-13-1997)
	Sign(s) Posted on Site 04/04/03
	Variance(s): Adjoining Property Owners NA

Staff Recommendation			Staff Reviewer: Laxmi Srinivas
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

April 16, 2003

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Laxmi Srinivas, Senior Planner

SUBJECT: Specific Design Plan SDP-0302
Collington Center, Lots 16, 17 and 18, Block C

The Urban Design Review staff has completed its review of the subject application and of agency referral comments concerning the plan and recommends APPROVAL with conditions as stated in the recommendation section of this report.

EVALUATION CRITERIA

- a. Approved Basic Plans A-6965 and A-9284
- b. Comprehensive Design Plans CDP-8712, CDP-9006, and CDP-9006/01
- c. The requirements of:
 - Subdivision 3, E-I-A Zone (Employment and Institutional Area) of the Zoning Ordinance governing development in the E-I-A Zone
 - Section 27-568 regarding minimum parking requirements
 - Section 27-582 regarding minimum loading requirements
- d. Preliminary Plan 4-99046
- e. The requirements of the *Landscape Manual*
- f. The Woodland Conservation and Tree Preservation Ordinance
- g. Referral responses from concerned agencies and divisions
- h. Recommendations of the Collington Center Architectural Review Committee

FINDINGS

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

1. The proposed Specific Design Plan for Lots 16, 17 and 18, Block C, includes rough grading plans for a future warehouse.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	E-I-A	E-I-A
Use(s)	Vacant	Infrastructure for Future Warehouse
Acreage	16.04 acres	16.04 acres
Lots	3	3
Parcels	0	0
Square Footage/GFA	0	0

3. The subject site is in the Collington Center, a 708-acre employment park in the E-I-A Zone, which is part of a larger 1,289-acre employment park comprised of Collington Corporate Center and Collington South. The subject site is located on the cul-de-sac on Queen's Court and Branch Court, approximately 1,300 feet east of Prince George's Boulevard.
4. The subject specific design plan is for rough grading for a future warehouse on Lots, 16, 17 and 18, Block C. The proposed sewer and water connections are shown on the rough grading site plan. The adjacent properties to the north, south and west are developed with warehouse uses. US 301 is to the east of this property. The entrances to the property are from Branch Court and Queen's Court
5. **Conformance with Basic Plan**

The proposed specific design plan will be in general conformance with Basic Plans A-6965 and A-9284. The Collington Center site originally comprised 1,289 acres (first known as the Prince George's County Employment Park) in the E-I-A Zone and included Zoning Map Amendment Nos. A-6965, A-9284 and A-9397. The District Council approved two Amended Basic Plans, Collington Corporate Center (via Zoning Ordinance No. 25-1989) for the northern 414 acres, and Collington South (via Zoning Ordinance No. 36-1990) for the southern 167 acres. Of the total 1,289-acre site, 708 acres remain in the original Collington Center.

6. **Conformance with Comprehensive Design Plans**

CDP-8712 designates the subject lot for manufacturing/warehouse/office uses. The proposed use, warehouse, is a permitted use in the Collington Center.

CDP-9006 establishes design guidelines for the proposed development in Collington Center. Since the subject specific design plan is for rough grading only, the design criteria of CDP-9006 are not relevant at this time because the building and site planning information have not yet been provided. The proposal will be reviewed for compliance with these design criteria when a future revision to the specific design plan will be submitted for site, grading, landscaping and architecture for the proposed warehouse.

7. **Conformance of the Proposed Specific Design Plan with the findings for approval of a Specific Design Plan (Section 27-528, Planning Board Action)**

- a. *The plan conforms to the approved Comprehensive Design Plan and the applicable standards of the Landscape Manual.*

As indicated in Finding 6 above, the proposal is in conformance with the comprehensive design plan. Since the subject specific design plan is for rough grading only, compliance with the *Landscape Manual* cannot be addressed at this time. Compliance with the *Landscape Manual* will be addressed at the time of future specific design plans.

- b. *The development will be adequately served within a reasonable period of time with existing or programmed facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development.*

Since the subject specific design plan is for rough grading only and no development is being approved by this SDP, approval of the plan will have no effect on adequate public facilities. Findings for adequate public facilities will be addressed again at the time of future specific design plans when actual development is proposed.

- c. *Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties.*

The Department of Environmental Resources has stated that it has no objections to the installation of the water and sewer connections for the subject property. Therefore, adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties.

- d. *The Plan is in conformance with an approved Tree Conservation Plan.*

The Environmental Planning Section has stated that the plan is in conformance with an approved Tree Conservation Plan (TCPII/67/96).

Referral Comments

8. The Subdivision Section (Nordan to Srinivas, February 26, 2003) has stated that the property descriptions for the proposed lots 16-18, Block C, are in accordance with Plat 189-86. Condition #2 of Preliminary Plan 4-99046 restricts the total development of Lots 14 and 16 to be limited to 195,150 square feet of uses permitted in the E-I-A Zone. Since the subject SDP is for rough grading only, compliance with this condition will be addressed during the review of future specific design plans. A condition of approval has been added for addressing conformance with this condition during the review of future specific design plans.
9. The Permit Review Section (Jessee to Srinivas, March 21, 2003) has no comments.
10. The Department of Environmental Resources (De Guzman to Srinivas, March 5, 2003) has stated that the department has no objections to the installation of water and sewer connections as shown on the specific design plan.

11. The Environmental Planning Section (Markovich to Srinivas, February 24, 2003) has stated that streams, wetlands, 100-year floodplain, severe slopes and associated buffers for these features are not found on the subject property. Transportation-related noise impacts have been identified. The Westphalia fine sandy loam soils found to occur on the property have no significant limitations that would affect the development of the property. No Marlboro Clay is found on the property. There are no rare, threatened or endangered species found to occur on this property. The detailed forest stand delineation was previously reviewed. No additional information is required with respect to forest stand delineation. The 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, there are more than 10,000 square feet of existing woodland on site, and there are previously approved Tree Conservation Plans, TCPI/59/95 and TCPII/67/96.

The subject specific design plan was evaluated for compliance with TCPII/67/96 and found to conform to previously approved plans. No further information with respect to TCPII/67/96 is required and no revisions to the approved tree conservation plan are necessary.

According to the Environmental Planning Section noise model, the noise is approximately 75 dBA at the property line. In accordance with the standards for commercial and industrial uses, a 75 dBA exterior noise level meets the state noise standards. Since the application is for rough grading, the noise impacts are not an issue. No further information is required with respect to noise impacts.

The subject specific design plan is consistent with the approved TCPII/67/96.

12. The State Highway Administration (McDonald to Srinivas, March 3, 2003) has no objections to the specific design plan.
13. The Transportation Planning Section (Masog to Srinivas, March 31, 2003) has stated that three master plans have been approved with recommendations to upgrade US 301 between MD 5 and US 50. Therefore, all structures along US 301 must be sited outside the planned right-of-way. The site was subjected to a test of transportation adequacy in 1988, and since that time a number of transportation improvements that were needed have been constructed. However, the US 301/Trade Zone Avenue intersection is experiencing failing operations at this time. Since the subject specific design plan is for rough grading only and does not involve any development, the Transportation Planning Section recommends approval. However, there is a need to determine when additional access to the Collington Center is needed. Conditions of approval have been added to require the applicant to not place structures within the planned right-of-way and to require additional analysis of existing and future traffic at the US 301/Trade Zone Avenue intersection.

The memorandum from the Transportation Planning Section states that:

"The Transportation Planning Section has reviewed the specific design plan referenced above. The subject property consists of approximately 16.05 acres of land in the E-I-A zone. The property is located on the west side of US 301, between Branch Court and Queen's Court. The applicant proposes infrastructure which will serve a future warehouse.

"Review Comments

"The development of this site must be in accordance with CDP-9006 and A-6965 as amended. There is also an underlying preliminary plan, 4-88074, which does not contain a square footage or trip cap, but does contain several requirements for roadway dedication which have all been satisfied.

“Staff has two major issues at this time. The first issue concerns the right-of-way along US 301. Since this property was subdivided in 1988, three master plans in the area (the *Subregion V Master Plan*, the *Subregion VI Master Plan*, and the *Bowie, Collington, Mitchellville and Vicinity Master Plan*) have been approved with recommendations to upgrade US 301 between MD 5 and US 50.

The concept includes reconstructing US 301 as a limited access freeway (termed the F-10 facility in the plans) and maintaining much of existing US 301 as an arterial facility for local access (termed the A-61 facility). At this location, current concepts have F-10 in the middle of A-61 serving as a service roadway. Additional right-of-way needs along the US 301 frontage are estimated at 75 feet. While we cannot require dedication at this time, all structures on future plans must be sited outside of this planned right-of-way. While staff is not opposed to limited grading of berms within the planned right-of-way, the tops of the berms should be set back to the western limit of the right-of-way to minimize the need for future grading and possible retaining walls when the F-10 facility is eventually built.

“A specific design plan requires a finding that ‘the development will be adequately served within a reasonable period of time...’ by the needed transportation facilities. The transportation staff has noted that the site was subjected to a test of transportation adequacy in 1988, and since that time a number of transportation improvements that were needed have been constructed. However, the US 301/Trade Zone Avenue intersection is experiencing failing operations at this time. The entire Collington Center development cannot build out with reliance upon a single point of access at Trade Zone Avenue. Staff can recommend approval of this site because no development is involved. However, there is a need to determine when additional access to the Collington Center development is needed and where it must be located. For that reason, the Transportation Planning Section recommends that any further SDP submittals for the subject property include an analysis of the US 301/Trade Zone Avenue intersection, a determination of the timing for construction of a new access point to US 301 (or other access as may be deemed feasible), and a proposal for the location and design of that access point. This analysis must be provided 45 days prior to the Planning Board hearing date, and will be circulated to the State Highway Administration and the County Department of Public Works and Transportation for review.

“Therefore, the transportation staff would recommend the following conditions if the subject plan is approved:

- “1. The tops of the graded berms along the US 301 frontage should be set back to the western limit of the planned right-of-way (which is an additional 75 feet beyond the existing right-of-way line) to minimize the need for future grading and possible retaining walls when the F-10 facility is eventually built. Future plans shall place no structures within this planned right-of-way.
 - “2. Any further SDP submittals for the subject property shall include an analysis of the existing and future traffic at the US 301/Trade Zone Avenue intersection, a determination of the timing for construction of a new access point to US 301 (or other access as may be deemed feasible), and a proposal for the location and design of that access point. This analysis must be provided 45 days prior to the Planning Board hearing date, and will be circulated to the State Highway Administration and the county Department of Public Works and Transportation for review.”
14. The Collington Center Architectural Review Committee (Paul to Woodburn, January 29, 2003) has approved the plans for the subject specific design plan.

15. The Community Planning Division (D'Ambrosi to Srinivas, April 4, 2003) has stated that the proposed development is consistent with the 1991 *Bowie-Collington-Mitchellville and Vicinity Master Plan and SMA*.
16. The applicant must file a new specific design plan including site, landscape and architecture plans for the proposed warehouse. A condition of approval has been added to require the same. The subject specific design plan will be superceded by the new specific design plan.

RECOMMENDATION

The Urban Design Review staff recommends that the Planning Board adopt the findings of this report and approve Specific Design Plan SDP-0302 with the following conditions:

1. Prior to certification of the specific design plan, the applicant shall revise the site/grading plans to show the tops of the graded berms along the US 301 frontage set back to the western limit of the planned right-of-way (which is an additional 75 feet beyond the existing right-of-way line) to minimize the need for future grading and possible retaining walls when the F-10 facility is eventually built. Future plans shall place no structures within this planned right-of-way.
2. The applicant shall submit a revision to the specific design plan that includes site, landscape and architecture plans for the proposed warehouse.
3. The new revision to the specific design plan shall include the following:
 - a. Information that shows compliance of the specific design plan with Condition #2 of Preliminary Plan 4-99046 (PGCPB No. 99-214);
 - b. An analysis of the existing and future traffic at the US 301/Trade Zone Avenue intersection, a determination of the timing for construction of a new access point to US 301 (or other access as may be deemed feasible), and a proposal for the location and design of that access point. This analysis shall be provided 45 days prior to the Planning Board hearing date, and shall be circulated to the State Highway Administration and the County Department of Public Works and Transportation for review.