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SPECIFIC DESIGN PLAN

SDP-0511

Application	General Data
Project Name: Collington Center, Marlo Furniture (Phase II) Location: The southwestern quadrant of the intersection of Queen's Court and Crain Highway (US 301) Applicant/Address: Marlo Furniture 725 Rockville Pike Rockville, MD 20852	Date Accepted: 1/17/06
	Planning Board Action Limit: None
	Plan Acreage: 52.45
	Zone: E-I-A
	Dwelling Units: NA
	Square Footage: 457,500
	Planning Area: 74A
	Tier: Developing
	Council District: 4
	Municipality: NA
	200-Scale Base Map: 202SE14

Purpose of Application	Notice Dates
457,500-square-foot warehouse, including 30,000 square feet retail, and ancillary office space	Adjoining Property Owners Previous Parties of Record Registered Associations: 11/18/05 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 5/2/06

Staff Recommendation		Staff Reviewer: Ruth E. Grover, A.I.C.P.	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

May 12, 2006

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Ruth Grover, Senior Planner

SUBJECT: Specific Design Plan SDP-0511 (TCPII/52/06—Formerly TCPII/67/96-04)
Collington Center, Marlo Furniture

The Urban Design staff has reviewed the specific design plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions as described in the recommendation section of this report.

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of approved Basic Plans A-6965 and A-9284.
- b. The requirements of Comprehensive Design Plans CDP-8712, CDP-9006, CDP-9006/01 and CDP-9006/02.
- c. The requirements Preliminary Plan of Subdivision 4- 88073 and 4-99046.
- d. The requirements of final plat REP207@12.
- e. The requirements of the Zoning Ordinance.
- f. The requirements of the *Landscape Manual*.
- g. The requirements of the Prince George's County Woodland Conservation Ordinance.
- h. Recommendations of the Collington Center Architectural Review Committee.
- i. Referral comments.

FINDINGS

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

1. **Request:** The subject application requests the construction of a 457,500-square-foot warehouse, including 30,000 square feet retail, and ancillary office space.
2. **Development Data Summary**

	EXISTING	PROPOSED
Zone	E-I-A	E-I-A
Use(s)	Vacant	Warehouse and office
Acreage	52.45	52.45
Lots	2	2
Parcels	2	2
Building Square Footage/GFA	0	457,500

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	141	229
Of which handicapped spaces	5	6
Loading spaces	13	13

3. **Location:** The site is located in Planning Area 74A, Council District 4, and 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 comprising Collington Corporate Center and Collington South. More specifically, it is located in the southwestern quadrant of the intersection of Queen's Court and Robert S. Crain Highway (US 301).
4. **Surroundings and Use:** The subject property is bounded on the north by two warehouse buildings, on the south by two warehouse buildings, on the east by Robert Crain Highway (US 301), with agricultural use beyond, and on the west by Prince George's Boulevard and vacant land.
5. **Previous Approvals:** The property is the subject of approved Basic Plans A-6965 and A-9284 and approved Comprehensive Design Plans CDP-8712, CDP-9006, CDP-9006/01, and CDP-9006/02. The site is also the subject of Preliminary Plans of Subdivision 4-88073 and 4-99046, record plat REP207@12, Type II Tree Conservation Plan TCPH/67/96-04, and Stormwater Management Concept Plan approval #15918-2003-00, approved September 2, 2003, and effective until September 2, 2006.
6. **Design Features:** The site is to be accessed at two points, one via Prince George's Boulevard directly and the other via a proposed road extension to be constructed from the bulb of the cul-de-sac of Queens Court. That access, after making an eastern, then southern, curve, will run parallel to Robert Crain Highway and along the eastern side of the proposed 457,500-square-foot building, then wrap around the building's southern side. Parking would be provided on either side of the accessway on the eastern side of the building and on one side on the southern side of the

building, with loading docks abutting the northern side of that accessway, adjacent to the building.

Architecture of the building is rectilinear and somewhat unadorned. The east elevation, facing US 301, however, has some varied fenestration and has an entrance feature for the retail component on its northern end. The entrance feature is constructed of cream-colored texture-coated tilt-up concrete panels and has an aluminum storefront window system with tinted glazing, a brown painted accent band, a metal canopy over and light fixtures on either side of the doorway, and decorative wall signage. The remainder of the east elevation, facing US 301, is constructed of the same texture-coated tilt-up concrete panels as the entrance feature, brown at the base, like the color accent band over the door, and primarily a cream color above, utilizing a green color paint between the two-rows-of-three-lights-each pattern of the windows and on the upper pier of the windows between the bays. The fenestration pattern on the eastern elevation includes double windows with painted accent banding below and above the windows. Access is provided on the façade through both the entrance feature already described and a centrally located but less conspicuous door. The windows are generally paired with a painted column-like feature between each pair of windows. The exception is the central bay on this façade, where because of the presence of the doorway beneath the central window, three instead of two windows are provided.

The west elevation has only three small entrance doors intended for store employees that are accessed via a small stairway and simply appointed with a glass transom and a canvas awning. It is constructed primarily of texture-coated tilt-up concrete panels. The north elevation, facing Queens Court, is similarly simple in design with the brown painted texture-coated tilt-up panels utilized at its base and cream-colored concrete panels above. Access is provided both by a door located on the adjacent side of the above-discussed entrance feature and a second door. On this façade, the entrance feature is similar in detail to its aspect on the eastern façade, but without the decorative wall signage. The southern façade is again similarly appointed, but punctuated with roll-up doors for loading purposes. Six “personnel” doors with glass transoms and canvas awnings are provided and small triple aluminum storefront windows provide light into the interior. The easterly end of the southern elevation has somewhat varied fenestration, with the brown column design wrapped from the adjacent eastern façade and its painted metal canopy partially visible.

The building has a 30,000-square-foot accessory retail component that will be open to the public. The remainder of the 457,500-square-foot warehouse will be utilized only for the storage of boxed furniture.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Basic Plans A-6965 and A-9284:** The proposed specific design plan is in general conformance with Basic Plans A-6965 and A-9284.
8. **Comprehensive Design Plans CDP-8712, CDP-9006, CDP-9006/01 and CDP-9006/02:** The proposed specific design plan is in general conformance with Comprehensive Design Plans CDP-8712, CDP-9006, CDP-9006/01 and CDP-9006/02. CDP-9006/02 established a cap on development. Please see discussion of referral comments offered by the Transportation Planning Section regarding the cap.
9. **Preliminary Plan of Subdivision, 4-88073 and 4-99046:** The property is the subject of Preliminary Plan 4-88073 (PGCPB Resolution 88-287) and 4-99046 (PGCPB Resolution

99-214). The relevant conditions of those approvals, however, are superseded by recordation of Final Plat REP 207@12.

10. **Record Plat REP 207@12:** In a memorandum dated February 10, 2006, the Subdivision Section stated that the proposed specific design plan is in substantial conformance with the record plat.
11. **Landscape Manual:** The proposed development is subject to the requirements of Section 4.3(c) Parking Area Interior Planting, Section 4.3(b) Parking Lot Perimeter Area Planting, and Section 4.2 Commercial and Industrial Landscaped Strip.

The Urban Design staff reviewed the proposed landscape plan and found that the submittals are in general compliance with the applicable sections of the *Landscape Manual*.

12. **Woodland Conservation Ordinance:** The property is subject to the provisions of the Prince George's Woodland Conservation Ordinance because there are previously approved Tree Conservation Plans, TCP1/59/95 and TCPII/67/96-03, encompassing the parcel included in this application, including the vacated right-of-way for Willowbrook Parkway. A total of 22.91 acres of the vacated right-of-way will revert to the ownership of Prince George's County and contains no proposed woodland conservation areas. A 6.95-acre portion of vacated Willowbrook Parkway will revert to Safeway, Inc., which owns the property located to the south of the subject site.

The Environmental Planning Section has evaluated and found the subject application to conform to Tree Conservation Plan TCPII/67/96. Therefore, it can be said that the subject project complies with the requirements of the Prince George's County Woodland Conservation Ordinance. Please note, however, that in the process a new Type II tree conservation plan, TCPII/52/06, has been assigned to the project.

13. **Recommendations of the Collington Center Architectural Review Committee:** In a letter dated December 21, 2005, the Collington Center Architectural Review Committee approved the plans as submitted for the entrance sign, berm and landscaping. Further, they stated that they approved the sign on the building facing US 301. Lastly, they stated that all other signs must be ground mounted in keeping with the other ground-mounted signs in the park, which they are. Therefore, the subject project has met the committee's requirements.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

Historic Preservation—In comments dated January 17, 2006, the Historic Preservation and Public Facilities Planning Section stated that the proposed project would have no effect on historic resources.

Archaeology —In a memorandum dated February 13, 2006, the staff archaeologist stated that a Phase I archeological survey would not be recommended, but state or federal agencies, however, might require an archeological survey pursuant to Section 106.

Community Planning—In a memorandum dated March 22, 2006, the Community Planning Division stated that the subject application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier and that the proposed Specific Design Plan is in conformance with the 2006 Bowie and vicinity master plan land use recommendations for employment development.

Transportation—In a memorandum dated April 26, 2006, the Transportation Planning Section offered the following:

The development of this site must be in accordance with CDP-9006 and A-6965 as amended. There is 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.

The resolution for CDP-9006/02 contains two transportation-related conditions. Condition 7 requires that each specific design plan within the central portion of Collington Center include a tabulation of built or approved square footage within each lot. This tabulation has been provided, and with the subject plan a total of 3.39 million square feet would be approved or built. This relates to Condition 6, which requires that an additional connection to Leeland Road be provided with development exceeding 5.2 million square feet. This plan would not exceed the 5.2 million square feet trigger, and therefore Condition 6 of CDP-9006/02 would not be applicable at this time.

The proposed use is for 457,500 square feet of warehouse space. This use would generate 183 AM and 183 PM peak-hour trips. It is noted that the use will be used predominantly for warehouse storage. It is further noted that the plan allows for envelopes for future construction of approximately another 400,000 square feet of space; additional space would be the subject of future specific design plans. The development proposed is well within the overall cap for the Collington Center, and development is typical of the development that was originally approved.

The submitted plan is acceptable from the standpoint of access and circulation within the site. It is noted that the extension of Queens Court eastward to US 301 is shown on the plan “to be done by others.” The plan should be modified to delete that notation. The right-of-way for the extension of Queens Court will be deeded from lands currently controlled by this applicant. It is agreed that the right-of-way shown is sufficient, and the public dedication of this extension was clearly a consideration in the approval of CDP-9006/02. Nonetheless, it is within the purview of the county Department of Public Works and Transportation under Subtitle 23 to determine the timing and the responsibility for the construction of improvements within publicly dedicated rights-of-way. It is not appropriate for the Planning Board to approve the plan with this notation.

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. It is noted that the site was subjected to a test of transportation adequacy in 1988. Since that time, a revision to CDP-9006 was reviewed with a new finding of adequacy for the currently planned Collington Center development. Therefore, a finding of adequate transportation facilities was made in 2005 for Comprehensive Design Plan CDP-9006/02. Insofar as the basis for the finding is still valid and in consideration of the materials discussed earlier in this memorandum, the transportation staff finds that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which will be provided as a part of the development if the development is approved. This finding is contingent upon the following condition:

The specific design plan shall be modified to delete the notation “to be done by others” from the extension of Queens Court eastward to US 301.

Urban Design staff has included a condition to this effect in the recommendation section of this report.

Subdivision—In a memorandum dated February 13, 2006, the Subdivision Section stated that the property is the subject to Preliminary Plans of Subdivision 4-88073 and 4-99046. Subsequent to those approvals, record plat REP 207@12 was recorded in land records adjusting previously approved lots and parcels. The record plat created the current configuration of Lots 23, 24 and 25. A cap on development exists on this property as set forth in PGCPB Resolution 05-83, file CDP-9006/02. The Transportation Planning Section should determine conformance with the cap on development. Specifically, with respect to the site plan, they stated that it contains no general notes and lacks essential basic information such as the zone of the property, tax map and grid. They concluded by saying that the proposed specific design plan is in substantial conformance with the record plat. Inclusion of general notes and essential basic information is ensured by a recommended condition below.

Trails—In comments dated February 22, 2006, the senior trails planner stated that there are no master plan trail issues identified in the adopted and approved Bowie and vicinity master plan that impact the subject site. All roads in the vicinity of the subject site are open section with no sidewalks, and there are no sidewalks that abut or connect to the subject property.

Permits—In a memorandum dated February 3, 2006, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plan or by recommended conditions below.

Public Facilities—In a memorandum dated May 16, 2006, the Historic Preservation and Public Facilities Planning Section indicated that adequate police, fire and emergency services would be available to serve the subject project.

Environmental Planning—In a revised memorandum dated April 26, 2006, the Environmental Planning Section offered the following review comments:

- a. The detailed forest stand delineation (FSD) was previously reviewed and found to address the criteria for an FSD in accordance with the Prince George's County Woodland Conservation and Tree Preservation Technical Manual.

Comment: No additional information is required with respect to the forest stand delineation.

- b. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because there are previously approved Tree Conservation Plans, TCPI/59/95 and TCPII/67/96-03, encompassing the parcel included in this application, including the vacated right-of-way for Willowbrook Parkway. A total of 22.91 acres of the vacated right-of-way will revert to the ownership of Prince George's County and contain no proposed woodland conservation areas. A 6.95-acre portion of vacated Willowbrook Parkway will revert to Safeway, Inc., which owns the property located to the south.

This application was evaluated for conformance with TCPII/67/96. The TCPII was prepared at a scale of 1-inch equals 400 feet, matching the conceptual site plan for the overall parcel. This level of detail was sufficient for lots that contain no woodland conservation requirements, but when development is proposed for lots that contain woodland conservation areas, supplemental sheets must be added to the TCPII that show the woodland conservation for the proposed development at the same scale as the specific design plan (1 inch equals 50 feet).

Supplemental sheets were provided that showed proposed woodland conservation at the same scale as the specific design plan. A decision was made to assign a new tree conservation plan number for Collington Center, Lots 23, 24 and 25, Block C, from this revision to TCPII/67/96. A note was added to TCPII/67/96 stating that TCPII/52/06 will now be a standalone TCPII for these, which will maintain the woodland conservation requirement of 9.61 acres of woodland preservation for these three lots. Any subsequent change to the woodland conservation provided will require a revision to TCPII/67/96.

Comment: No additional information or revisions are required to the TCPII.

- c. Lots included in this application are located adjacent to US 301, which has been identified as a transportation-related noise generator. The Environmental Planning Section noise model calculated a noise level of 78.6 dBA Ldn at 50 feet from the roadway. This noise is reduced to approximately 75 dBA at the property line, which falls within the acceptable range for commercial and industrial development in accordance with the state noise standards

Comment: No further information is required with respect to potential noise impacts.

Department of Environmental Resources (DER)—In comments dated February 7, 2006, DER stated that the site plan for Marlo Furniture, SDP-0511, is consistent with approved stormwater concept plan #15918-2003.

Fire/EMS Department—In comments dated February 13, 2006, the Prince George's County Fire/EMS Department offered information regarding required access for fire apparatuses, private road design, provisions regarding fire lanes, and the location and performance of fire hydrants.

Department of Public Works and Transportation (DPW&T)—In a memorandum dated February 21, 2006, DPW&T stated:

- That the property is located on the south side of Queens Court, which is proposed to be extended to US 301. Such extension must be in accordance with DPW&T's commercial and industrial roadway standards.
- That conformance with DPW&T street tree and street lighting standards would be required.
- That sidewalks are required along all roadways within the property limits in accordance with Sections 23-105 and 23-135 of the county Road Ordinance.
- That all storm drainage systems and facilities are to be designed in accordance with DPW&T's and DER's requirements.
- That a soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for public streets is required.
- That existing utilities will require relocation and/or adjustment and coordination with the various utility companies would be required.
- That the driveways are to be constructed in accordance with DPW&T's commercial driveway entrance standards.

- That an access study must be conducted by the applicant and reviewed to determine the adequacy of access point(s) and the need for acceleration/deceleration and turning lanes and a by-pass lane with dedication of the necessary additional right-of-way.

Washington Suburban Sanitary Commission (WSSC)—In a revised memorandum dated April 13, 2006, WSSC stated that water and sewer is available to the site, that existing WSSC facilities are located on the site, and that an onsite plan review package should be submitted. Additionally, with respect to rights-of-way requirements, they stated that a 25-foot right-of-way would be required for the existing 24-inch water main and that the appropriate paperwork, including a property description, must be provided. Lastly, they stated that the conceptual 24-inch water main relocation alignment appears to be acceptable as shown on the plans.

Maryland State Highway Association (SHA)—In a letter dated February 28, 2006, SHA stated that they had determined that the access to the subject location would be acceptable as long as it is designed as a right-in/right-out movement. Further, they stated that the entrance would need to be channeled with curb and gutter to prevent left turns and U-turns at the median break to access northbound US 301. Lastly, they determined that when the ultimate US 301 freeway is constructed, access will be available to the service roads.

15. As required by Section 27-528 of the Zoning Ordinance, the following required findings for specific design plans may be made with respect to the subject project. Each required finding is listed in boldface type below, followed by staff comment.

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

Staff Comment: The plan was evaluated by Urban Design staff for conformance with the relevant comprehensive design plan and requirements of Section 4.3(c), Parking Area Interior Planting; Section 4.3(b), Parking Lot Perimeter Planting; and Section 4.2, Commercial and Industrial Landscaped Strip, of the *Landscape Manual* and found to be acceptable. Therefore, it may be said that the subject specific design plan conforms to the approved comprehensive design plan and the applicable standards of the *Landscape Manual*.

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

Staff Comment: In a memorandum dated April 26, 2006, the Transportation Planning Section stated the finding of adequacy made in 1988 when CDP-9006 was revisited and reaffirmed when the plan was revised in 2005. Further, they stated that insofar as the basis for the finding is still valid and since the project is within the requirements of previous transportation-related conditions regarding caps on square footage developed and trip generation (provided reference to responsibility for construction of Queens Court is removed and it is, by condition), it may be said that the subject property will be adequately served within a reasonable period of time with transportation facilities that are existing, programmed, or which will be provided as a part of the development if the development is approved. Additionally, in a memorandum dated May 16, 2006, the Historic Preservation and Public Facilities Planning Section indicated that adequate police, fire and emergency services would be available to serve the subject project.

- 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; and**

Staff Comment: In comments dated February 7, 2006, the Department of Environmental Resources stated that the site plan for Marlo Furniture is consistent with approved stormwater concept plan 15918-2003. Therefore, it may be said that 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.**

Staff Comment: In a memorandum dated April 26, 2006, the Environmental Planning Section evaluated the conformance with TCPII/67/96. The relevant TCPII was found acceptable, but was assigned a new number, TCPII/52/06, through that process. Therefore, the plan may be found to be in conformance with an approved tree conservation plan.

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 Specific Design Plan SDP-0511, Marlo Furniture, Collington Center (Phase II), Lot 20/9, Parcels B and D, and Type II Tree Conservation Plan TCPII/52/06 subject to the following condition:

1. Prior to signature approval, the applicant shall revise the plans to delete the notation “to be done by others” from the extension of Queens Court eastward to US 301.