

July 30, 2009

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Elizabeth Whitmore, Senior Planner

SUBJECT: Warehouse/Distribution Centers and Associated Offices
Ammendale Business Campus South, Lots 9 and 10
Specific Design Plan, SDP-9901/02

The Urban Design Section has reviewed the Specific Design Plan for the Ammendale Business Campus South, Lots 9 and 10, and provides the following report. Lot 9 is proposed as an Operation Center for The Environmental Group, and Lot 10 is proposed as a facility with associated offices for Custom Vending Incorporated. The staff recommends APPROVAL with conditions as stated in the Recommendation section of this report.

EVALUATION

This Specific Design Plan was reviewed and evaluated for compliance with the following criteria:

- a. Conformance to the Basic Plan (A-9587-C).
- b. Conformance to the Comprehensive Design Plan (CDP-9009).
- c. Conformance to Preliminary Plat (4-01003).
- d. Conformance to the Woodland Conservation and Tree Preservation Ordinances.
- e. Conformance to the *Landscape Manual*.
- f. Referrals.

FINDINGS

1. The Basic Plan for Ammendale Business Campus South was approved by the District Council on May 14, 1990, and rezoned 186 acres of land from the R-R Zone to the E-I-A Zone.

2. The Comprehensive Design Plan (CDP) for Ammendale Business Campus South, CDP-9009, was approved with conditions by the Planning Board on April 28, 1994. On May 17, 1994, CDP-9009 was reviewed and approved by the District Council. A total development program of 2,580,700 square feet of gross floor area was approved in the CDP.
3. The Preliminary Plan for Ammendale Business Campus South, 4-97056, was approved by the Planning Board on July 24, 1997. The case was reconsidered by the Planning Board pursuant to an action by the Circuit Court. The court upheld the Planning Board's approval, but remanded the case to the Planning Board to render findings of fact and conclusions of law to specific sections of the Subdivision Regulations. The Planning Board reviewed and re-approved the application, rendering an amended resolution on March 26, 1998. On March 22, 2001, Preliminary Plan 4-01003 was approved by the Planning Board. The resolution, PGCPB Res. No. 01-58, was adopted on April 19, 2001. The preliminary plan subdivided Lot 5 into Lots 9 and 10.
4. Containing 7.27 acres of E-I-A-zoned land, Lots 9 and 10 (previously shown as Lot 5 on the approved preliminary plat) are located south of Ammendale Road and west of Trolley Lane, behind the Martin Luther King Middle School. Trolley Lane will provide access to Lots 9 and 10. Trolley Lane is a cul-de-sac that terminates at Lot 4, the site of the future Frito Lay facility, and serves Lots 6, 9 and 10, as well as the Board of Education property.
5. The proposed use of Lots 9 and 10 is a warehouse and a distribution facility, with associated offices. The Specific Design Plan includes the site development plan, landscape plan and architectural elevations. A Tree Conservation Plan (TCPII/17/94) is also included for review and approval.
6. The proposed building on Lot 9 (The Environmental Group) is 16,555 square feet and is approximately 175 feet by 75 feet. At its highest, the building is approximately 30 feet above the exterior grade adjacent to the building. The proposed building on Lot 10 (Custom Vending) is 32,400 square feet and is approximately 240 feet by 135 feet. At its highest, the building is approximately 28 feet above the exterior grade adjacent to the building. The office areas for both Lots 9 and 10 are located on the front facade of the building and are of the same height as the distribution portion of the building. The buildings are described on the submitted architecture as concrete tilt-up panels. The tilt-up panels are accented with inlay panels. The elevations do not indicate the colors of the tilt-up panels or of the accents. The elevations should be revised to include all proposed colors.

The office portion for the buildings on Lots 9 and 10 is located nearest to Trolley Lane. The office portion has been bumped out and incorporated into the design of the warehouse/distribution portion of the building. The offices have separate entrances on the east side of the buildings and they are handicap accessible.

7. Development data is as follows:
Ammendale Business Campus South, Lots 9 and 10
SDP-9901-02

Lot 9:

Proposed Use	Warehouse with associated offices
Zone	E-I-A Zone
Gross Lot Area	4.08 acres
Area Within a 100-Year Floodplain	2.51 acres
Net tract area	1.57 acres
Proposed Building Area (total)	16,555 sq. ft.
Warehouse	12,930 sq. ft.
Office	3,625 sq. ft.
Number of Parking Spaces Required	24 spaces
Number of Parking Spaces Provided	29 spaces
Number of Loading Spaces Required	1 space
Number of Loading Spaces Provided (total)	1 space
Green Area Required 20%	0.31 acre
Green Area Provided 35%	0.55 acre
Interior Green Required 5%	1,153 sq. ft.
Interior Green Provided 9.71%	2,246 sq. ft.
Lot Coverage allowed (per CDP)	
(Based on gross tract area)	45 %
Lot Coverage proposed	17 %

Lot 10

Proposed Use	Distribution Center with associated offices
Zone	E-I-A Zone
Gross Lot Area	3.19 acres
Area Within a 100-Year Floodplain	0 acres
Net tract area	3.19 acres
Proposed Building Area (total)	32,400 sq. ft.
Distribution Center	24,400 sq. ft.
Office	8,000 sq. ft.
Number of Parking Spaces Required	24 spaces
Number of Parking Spaces Provided	46 spaces
Number of Loading Spaces Required	2 spaces
Number of Loading Spaces Provided (total)	2 spaces

Green Area Required 20%	0.64 acre
Green Area Provided 22%	0.71 acre
Interior Green Required 5%	726 sq. ft.
Interior Green Provided 9.2%	1,330 sq. ft.
Lot Coverage allowed (per CDP) (Based on gross tract area)	45 %
Lot Coverage proposed	23 %

8. The proposed development on Lots 9 and 10 is in conformance with the approved Basic Plan, Comprehensive Design Plan, and Preliminary Plat of Subdivision 4-01003. (Lot 5 was subdivided into Lots 9 and 10.) In review of the previous approvals for Ammendale Business Campus South, the Basic Plan and the Comprehensive Design Plan were nearly identical. The access points were shown in exactly the same locations; the internal circulation proposed a 70-foot-wide public street connection from US 1, which crossed Indian Creek and terminated in a cul-de-sac at the northern portion of the site. The road was designed as a spine road which served the majority of the proposed lots. The Basic Plan and the Comprehensive Design Plan indicated a ~~possible~~ or ~~future~~ road connection from the cul-de-sac to Virginia Manor Road, which is proposed Trolley Lane (currently under construction). In review of the Preliminary Plat of Subdivision, the Planning Board approved a reconfiguration of the road layout so that the lots north of Indian Creek are served by Trolley Lane in lieu of the previously shown spine road. The Specific Design Plan for Lot 6 reflects the design as approved on the Preliminary Plat.
9. The Specific Design Plan has been reviewed for conformance to the Basic Plan conditions and the staff provides the following analysis. In regard to land use and quantities the Specific Design Plan is in conformance.

The following Basic Plan conditions related to the CDP review, but conformance of the SDP must be demonstrated.

The Comprehensive Plan shall consider the following:

- a. **A natural on-site buffer of at least 100 feet in width shall be provided and maintained along adjacent residentially zoned properties which are currently developed with single-family detached dwellings.**

Comment: The SDP provides between 120 feet to 650 feet in excess of the required 100-foot-wide natural buffer along the residential properties to the west.

- b. **Pedestrian systems linking employment areas to retail uses.**

Comment: The subregion I Master Plan recommends a trail/bikeway along Ammendale Road. The exact type of facility is currently being determined by the Department of Public

Works and Transportation (DPW&T). This trail/bikeway will be completed as part of the DPW&T construction project for Ammendale Road.

- c. All development, including grading shall be prohibited from the 100-year floodplain, except for an approved trail system or other public benefit features specifically approved by the District Council.**

Comment: The subject application proposes no intrusion into the 100-year floodplain. Therefore, this condition has been met.

- i. Buildings shall be equipped with sprinkler systems in accordance with Prince Georges County Code requirements.**

Comment: This condition is recommended to be carried over to the approval of this Specific Design Plan.

- 10. A number of conditions of the Comprehensive Design Plan, CDP-9009, apply to the review of the Specific Design Plan and warrant discussion:

- 2. The Specific Design Plans shall demonstrate a minimum of 20 percent of the net lot area to be open space to be improved by landscaping and design amenities in accordance with Section 27-501(a)(2).**

Comment: The development data chart (Finding 7) demonstrates that 35 percent of the net lot area in Lot 9 is green area and 22 percent of Lot 10 is green area.

- 3. Prior to submittal of a Specific Design Plan (except SDP-9308), a 100-year floodplain study shall be approved by the Department of Environmental Resources (DER). The Specific Design Plans shall include delineation of the 100-year floodplain.**

Comment: The Indian Creek 100-year floodplain study was approved by the Department of Environmental Resources on August 5, 1997, and again on December 1, 1997. This study confirmed the 1993 Anacostia River Watershed Study. The 100-year floodplain is shown on the Specific Design Plan.

- 5. At the time of Preliminary Plat of Subdivision of the subject property, the improvement of Ammendale and Virginia Manor Roads to an arterial roadway from I-95 to US 1 (CIP No. FD666151, Ammendale & Virginia Manor Roads) shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Prince Georges Capital Improvement Program.**

Comment: This condition requires that the Ammendale/Virginia Manor Road project be fully funded prior to subdivision approval. That condition was met, and the project continues to have 100 percent funding as discussed above.

6. **Prior to the development of Stage 1 (Parcels 1-6 and Parcels 16-20 in the submitted CDP) or Stage 2 (Parcels 7-15 in the submitted CDP), or the following improvements shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program:**
- a. **Completion of a six-lane section along US 1 between Ammendale Road and Quimby Avenue which includes two through lanes northbound and southbound, a continuous northbound left-turn lane, and a continuous southbound right-turn lanes as required by the State Highway Administration.**
 - b. **Provision of a traffic signal at the intersection of US 1 and the Ammendale South Spine Road, subject to the satisfaction of signal warrants and approval by SHA.**

Comment: This condition requires improvements to US 1, including a signal warrant study at the site entrance, prior to any development on the site. The scope of improvements has been reviewed by the State Highway Administration, and the needed improvements have been installed.

7. **Prior the development of Stage 1 (Parcels 1-6 and Parcels 16-20 in the submitted CDP) or Stage 3 (Parcels 21-32 in the submitted CDP), a traffic signal at the intersection of US 1 and Ammendale Road shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Maryland Department of Transportation Consolidated Transportation Program of the Prince George's County Capital Improvement Program, subject to the satisfaction of signal warrants and approval by SHA.**

Comment: This condition requires a signal warrant study at US 1/Ammendale Road prior to development of Stages 1 and 3 of the site. The signal warrant study has been done, and the state has determined that a signal is not warranted at this time.

8. **Prior to the development of Stage 3 (Parcels 21-32 in the submitted CDP), a traffic signal at the intersection of Ammendale Road and Virginia Manor Road shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program, subject to the satisfaction of signal warrants and approval by DPW&T.**

Comment: This condition requires a signal warrant study at Ammendale Road/Virginia Manor Road prior to the development of Stage 3 of the project. The subject site is not within Stage 3.

9. **Prior to the development of Stage 2 (Parcels 7-15 in the submitted CDP), the construction of the full connection of the Ammendale South Spine Road between US 1 and Virginia Manor Road, as shown on the submitted CDP, within a 70-foot right-of-way shall be in place, bonded for construction or programmed with 100 percent construction funding in the next five years in the current Prince Georges County Capital Improvement Program.**
10. **The applicant, his heirs, successors and/or assigns, shall have the opportunity, prior to Preliminary Plat approval, to provide a revised traffic study which may alter the timing and scope of conditions 5 and 9 above.**

Comment: These conditions require construction of a spine road through the Ammendale South property prior to development within Stage 2, but allow for a study to revise the timing and scope of the provision of this roadway. The subject property is within Stage 2. The analysis done in support of the Preliminary Plat of Subdivision indicated that the elimination of such a spine road would not result in inadequate service levels on area roadways, as noted in Findings 19 and 20 of the Prince Georges County Planning Board Resolution No. 97-229(A).

18. **Access to Ammendale Road from Lots 21 and 31 as shown on the Comprehensive Design Plan shall be prohibited unless the front facade of the building on these lots is oriented toward Ammendale Road to create the most pleasing appearance. Only one curb cut shall be allowed for each of these lots onto Ammendale Road.**

Comment: This condition prohibits access from specific lots to Ammendale Road. The subject property is not one of the specified lots, and does not show access to Ammendale Road.

26. **All parking compounds shall be set back a minimum of 20 feet from the public right-of-way.**

Comment: The proposed parking compound along Trolley Lane is set back a minimum of 20 feet.

11. The Specific Design Plan was reviewed for conformance to the Preliminary Plat of Subdivision and found to be in conformance in regard to layout. The following conditions of the Preliminary Plat of Subdivision warrant discussion:

1. **Total development of existing Lots 4 and 6 of Ammendale Business Campus South, plus proposed Lots 9 and 10, shall be limited to permitted uses which generate no more than 152 AM and 178 PM peak hour vehicle trips.**

Comment: This condition sets a trip cap for Lots 4, 6, 9, and 10 of 153 AM and 178 PM peak-hour vehicle trips. The development proposed under SDP-9901/02 is 48,955 square feet of warehouse and distribution space, which would generate 20 AM and 20 PM peak-

hour vehicle trips, and it would generate an estimated 152 daily vehicle trips, according to rates listed in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. Therefore, the application conforms to the trip cap. This condition also requires that the street linking these lots to Ammendale (or Virginia Manor) Road be a public street. Trolley Lane, which is currently under construction, is noted on the plan as a public street and it is dimensioned per DPW&T standards for an industrial street.

2. **At time of final plat, a conservation easement shall be described by bearings and distance. The conservation easement shall contain all 100-year floodplains, stream buffers, wetlands and wetland buffers except for approved variation request, and shall be reviewed by the Environmental Planning Section prior to certificate approval.**

Comment: Wetlands and a 100-year floodplain exist on the site. The wetlands delineation had been previously examined in the field and determined to be correct. The 25-foot wetland buffers are correctly shown. The 100-year floodplain as shown on the plan meets the requirements. The streams and stream buffers are adequately shown on the plans.

12. The Specific Design Plan includes provisions for draining surface water to prevent adverse effects on the subject property or any adjacent property. A stormwater management concept plan for the entire campus development was approved (#978006710) by the Department of Environmental Resources (DER) on May 16, 1997. The concept approval indicates that all stormwater management was addressed in the July 1982 agreement between WSSC and Ammendale Normal Institute. The SDP is in conformance with Section 27-528(a)(3) of the Zoning Ordinance which states that ■Adequate provision has been made for draining surface water so that there are no adverse effects on either subject property or adjacent properties.●
13. The Environmental Planning Section finds the subject application acceptable as submitted. TCPII/19/94 was approved by the Environmental Planning Staff as part of a grading permit, and should be reapproved with this application.
14. The plan fulfills the requirements of the applicable sections of the *Landscape Manual* except for Section 4.3, Perimeter Parking Lot Landscape Strip. Therefore, the applicant requests Alternative Compliance from Section 4.3. The Alternative Compliance Committee and the Planning Director recommend approval of AC-01018 based upon the following rationale:

■The applicant proposes no plant units in the shared access easement, and the committee believes it should not be required. However, to meet the standards for alternative compliance, the applicant must demonstrate that its proposal be equal to or better than strict compliance with the *Landscape Manual* requirements. In this case, the applicant's proposal is clearly superior. In lieu of providing the perimeter landscape strip in an area where it should be unnecessary, the applicant proposes to enhance other required perimeter landscape strips with additional plant units. The applicant will plant an additional 10 shade trees, 6 evergreen trees, and 31 shrubs in perimeter landscaped strips separating the two lots from other surrounding lots.

The committee finds this is a far superior use of landscaping materials and more accurately reflects the intent of the *Landscape Manual*.

15. The Transportation Planning Section has reviewed Specific Design Plan SDP-9901/02 for Lots 9 and 10 of the Ammendale Business Campus South development. The original subject property consists of approximately 186.2 acres of land in the E-I-A Zone. The applicant proposes to develop Lots 9 and 10, which together cover 7.27 acres, with 48,955 square feet of mixed distribution and warehouse in separate buildings.

Access and on-site circulation are acceptable. This use (as well as the entire lot) will receive primary access from Trolley Lane.

The transportation staff's primary interest in this site involves the adequacy finding for the site. Ammendale Road is currently being realigned and upgraded under Subtitle 23 requirements; that work is nearly complete. The adjacent portion of Ammendale Road connects to existing Ammendale and Virginia Manor Roads, which are proposed to be improved under a project in the Capital Improvement Program (CIP), Ammendale & Virginia Manor Roads, #FD666151. Construction has begun on this project. Preliminary Plat of Subdivision 4-97056 is the underlying subdivision for this site; previous Lot 5 was resubdivided under Preliminary Plat of Subdivision 4-01003.

The subject property is required to make roadway improvements in the area pursuant to a finding of adequate public facilities made in 1997 for Preliminary Plat of Subdivision 4-97053, as amended by findings made in 2001 for 4-01003, and supported by a traffic study submitted in 1997. Insofar as the basis for that finding is still valid, the transportation staff can make the finding that the subject property will be adequately served within a reasonable period of time with transportation facilities which are existing, programmed, or which would be provided as a part of the development. Therefore, the Transportation Section finds that the subject application will conform to Comprehensive Design Plan CDP-9009 and all other plans.

16. The Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities and concluded the following:
 - a. The existing fire engine service at Beltsville Fire Station, Company 31, located at 4911 Prince George's Avenue, has a service response time of 4.29 minutes, which is beyond the 3.25-minute response time guideline.

The FY 2000-2004 Capital Improvement Program contains a proposal for a new Beltsville Fire Station, located at Old Gunpowder and Ammendale Road. The response time for the fire engine from the new proposed fire station was calculated at 1.78 minutes, which is within the 3.25-minute response time guideline for commercial use.
 - b. The existing ambulance service at Beltsville Fire Station, Company 31, located at 4911 Prince George's Avenue, has a service response time of 4.29 minutes, which is beyond the 4.25-minute response time guideline.

- c. The existing paramedic service at Laurel Rescue Squad, Company 49, located 14910 Bowie Road, has a service response time of 8.75 minutes, which is beyond the 7.25-minute response time guideline.

The nearest fire station, Beltsville, Company 31, is located at 4911 Prince Georges Road, which is 4.29 minutes from the development. The facility would be within the recommended response time for paramedic service.

- d. The existing ladder truck service at Laurel Fire Station, Company 10, located at 7411 Cherry Lane, has a service response time of 7.90 minutes, which is beyond the 4.25-minute response 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 response times as discussed above, the Fire Department recommends that all commercial structures be fully sprinklered in accordance with national Fire Protection Association Standard 13 and all applicable Prince Georges County laws.

The proposed development is within the service area of District VI-Beltsville. Staff concludes that the existing county police facilities will be adequate to serve the proposed Ammendale South development.

- 17. The Prince Georges County Public Schools, in a memorandum dated June 27, 2001 (Lee to Whitmore), provided the following comments:

■There is no objection to the proposed Specific Design Plan SDP-9901/02 for this parcel of land as long as the ultimate use of the land is not detrimental to the safety, educational and administrative function of any existing or future Prince Georges County Public School facility.●

Comment: The Urban Design staff believes the proposed application and uses will not be detrimental to Martin Luther King Middle School.

- 18. The Permit Section had several concerns that have been addressed.
- 19. The Historic Preservation Section found the application acceptable as submitted.

RECOMMENDATION

Based upon the foregoing evaluation of this report, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE SDP-9901/02, AC-01018, and TCPII/19/94 with the following conditions:

1. Prior to signature approval the colors of all proposed building materials shall be added to the architectural elevations.
2. All commercial structures shall be fully sprinklered in accordance with National Fire Protection Association Standard 13 and applicable Prince Georges County laws.