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SPECIFIC DESIGN PLAN – SDP-9707/05

Application	General Data
Project Name: AMMENDALE BUSINESS CAMPUS SOUTH Location: Located on the west side of US 1, approximately 400 feet south of its intersection with Ammendale Road. Applicant/Address: Dahn Corporation 18552 MacArthur Blvd S-495 Irvine, CA 92612	Date Accepted: 2/23/2004
	Planning Board Action Limit: N/A
	Plan Acreage: 3.99
	Zone: E-I-A
	Dwelling Units: 1
	Square Footage: 78,023
	Planning Area: 60
	Tier: developing
	Council District: 01
	Municipality: N/A
	200-Scale Base Map: 215NE06

Purpose of Application	Notice Dates
Specific Design Plan for 709-unit Consolidated Storage Facility	Adjoining Property Owners Previous Parties of Record Registered Associations: 11/24/2003 (CB-12-2003)
	Sign(s) Posted on Site: 5/5/04

Staff Recommendation			Staff Reviewer: LAREUSE
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

May 11, 2004

MEMORANDUM

TO: Prince George's County Planning Board
VIA: Steve Adams, Urban Design Supervisor
FROM: Susan Lareuse, Planner Coordinator
SUBJECT: Specific Design Plan SDP-9707/05
Ammendale Business Campus, Lot 2
Consolidated Storage Facility

The Urban Design staff has reviewed the Detailed Site Plan for the subject property and presents the following evaluation and findings leading to a recommendation of approval with conditions.

EVALUATION

The Detailed Site Plan was reviewed and evaluated for conformance with the following criteria:

- a. The Prince George's County Zoning Ordinance, Section 27-475.04 for consolidated storage in the E-I-A Zone.
- b. *The Landscape Manual.*
- c. The Woodland Conservation Ordinance.
- d. Referral comments.

FINDINGS

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

1. **Request:** The current request is for a 78,023-square-foot consolidated storage facility and ancillary resident manager's dwelling unit and office. The building is proposed to include one level, including a total of 709 storage units, consisting of 532 internally accessed storage units and 177 externally accessed storage units, 17 parking spaces, and 12 loading spaces. The Specific Design Plan consists of site, landscape, TCPII and architectural elevations. The subject property consists of 3.99 acres and is zoned E-I-A (Employment and Institutional Area). The surrounding properties are also zoned E-I-A.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone	E-I-A	E-I-A
Use	Vacant	Consolidated Storage
Acreage	3.99	3.99
Lots	1	1
Parcels	0	0
Square Footage/GFA	None	78,023 sq.ft.
Dwelling Units	0	1
Storage units	0	709 units

3. **Location:** The site is located on the west side of US 1, approximately 400 feet south of its intersection with Ammendale Road.
4. **Surroundings and uses:** Based on the original Specific Design Plan, the property to the west of the subject site, Lot 3, has been developed with a warehouse and distribution center; the property to the south, Lot 1, has been developed with the Maryland Motor Vehicle Administration office.
5. **Previous Approvals:** 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 to the E-I-A Zone. The Comprehensive Design Plan was approved by the District Council on May 17, 1994. The Preliminary Plan of Subdivision, 4-97056, was approved by the Planning Board on July 24, 1997. The original Specific Design Plan for this project was approved by the Planning Board on July 24, 1997, which proposed rough grading for Lot 2, the subject site.
6. **Design Features:** The proposed consolidated storage facility is designed so that none of the roll-up doors will be visible from the exterior of the complex. All of the units are accessed from within the development and are entirely surrounded by masonry walls, which are part of the exterior of the storage units. At the entrance of the development is a proposed entrance feature, again depicting masonry construction. This entrance feature will not include signage; the signage is proposed as building-mounted signage only.

The architectural elevations depict an attractive front elevation along US 1. The majority of the building is 14 feet high, the main entrance and office part of the structure are approximately 30 feet high, and three other structures integrated into the building are approximately 20 feet in height. Window fenestration of smoked glass with brick red frames are proposed in a regular pattern in the front elevation along the right-of-way. The exterior finish material is a light red brick, almost pink in color; the roof is proposed as a standing seam dark-red color. A brick soldier course is proposed two-thirds of the way up the building, which provides a linear accent element. Overall, the staff is pleased with the design of the building; however, since the project is directly adjacent to the new Maryland Motor Vehicle Administration, coordination of the color of the proposed materials is warranted in order to create a more visually harmonious experience for passersby on US 1. Therefore, the staff has included a condition of approval that requires the applicant to revise the color of the brick to more closely resemble the color of the brick on the Maryland Motor Vehicle Administration (which is a dark red) and to revise the window frames from a red brick color to black. The staff is not asking the applicant to change the color of the dark red-colored standing seam roof.

The staff asked the applicant to improve upon the highly visible side of the building facing the Maryland Motor Vehicle Administration. The applicant has responded positively to the staff's request in a set of revised plans and the appearance of the building as viewed from the adjacent property will be pleasing. The elevations along the Ammendale Institute property are equally attractive, although the proposed use of wall signage on that side of the building should be prohibited. The staff has included a condition prohibiting the signage on that side of the building. The rear of the building facing the warehousing and distribution center to the west is proposed as a tan-colored, smooth-face block. The staff recommends that the color of the block be changed to match the color of the brick so that from any vantage point into the property from the Ammendale Institute it will appear that the entire building is brick.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The proposed project complies with the requirements contained in Section 27-475.04, Consolidated Storage, of the Zoning Ordinance. That section is stated below:
 - (A) **No entrances to individual consolidated storage units shall be visible from a street or from adjoining land in any Residential or Commercial Zone (or land proposed to be used for residential or commercial purposes on an approve Basic plan for a Comprehensive Design Zone or any approved Conceptual or Detailed Site Plan).**
 - (B) **Entrances to individual consolidated storage units shall be either oriented toward the interior of the development or completely screened from view by a solid wall, with landscaping along the outside thereof.**

Comment: The plans meet the criteria above in that none of the individual storage units will be visible from either a street or adjoining land because the units are oriented toward the interior of the structure and are screened by walls. The staff recommends a condition that requires the planting of native trees and shrubs along the front elevation of the project facing US 1, as required by (B) above.

8. **Landscape Manual:** Landscaping for the subject site has been found to be in accordance with Sections 4.2, Commercial and Industrial Landscaped Strip, through the preservation of 25 feet of existing woodlands along the front of the property. Section 4.2 is the only section of the *Landscape Manual* that applies.
9. **Woodland Conservation Ordinance:** This 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 and there are more than 10,000 square feet of existing woodland on-site. A Type II Tree Conservation Plan has been previously approved with the Preliminary Plan of Subdivision, 4-97056. The proposed building will not alter or change the limits of disturbance associated with the approved TCPII. The Specific Design Plan, SDP-9707/05, has been found to be consistent with the approved Type II Tree Conservation Plan, TCPII/17/94, in accordance with the provisions of the Prince George's County Woodland Conservation Ordinance and does not require additional revisions.

Referral Comments

10. The Transportation Planning Section has reviewed the application involving Lot 2 of the Ammendale Business Campus South development. The applicant proposes to develop Lot 2 with

78,023 square feet of consolidated storage in four buildings. This memorandum supercedes the previous Transportation Planning Section memorandum for this case dated March 11, 2004.

Access and on-site circulation are acceptable. This use (as well as the entire lot) will be served from an existing access point that also serves the adjacent State of Maryland property. Staff would note that the adjacent State of Maryland property (Lot 1) has been developed as a motor vehicle office building, which was part of the original Ammendale Business Campus South property. Although the site plan indicates no development on Lot 1, it is developed.

The transportation staff's primary interest in the subject application 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 and Virginia Manor Roads, #FD666151. Construction has begun on this project, and the initial phase from Ritz Way to Martin Luther King Middle School is open to traffic. Preliminary Plan of Subdivision 4-97056 is the underlying subdivision for this site.

The Comprehensive Design Plan and the preliminary plan contain a number of transportation-related conditions. The status of these conditions is summarized below:

Comprehensive Design Plan CDP-9009:

Condition 5: 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 and is in various stages of construction and completion as discussed above.

Condition 6: 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.

Condition 7: This condition requires a signal warrant study at US 1/Ammendale Road prior to the development of Stages 1 and 3 of the site. The subject property is within Stage 1. The signal warrant study has been done, and the state has determined that a signal is not warranted at this time.

Condition 8: This condition requires a signal warrant study at Ammendale Road/Virginia Manor Road prior to the development of Stage 3 of the site. The subject property is not within Stage 3.

Conditions 9 and 10: 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 not within Stage 2. In any regard, the analysis done in support of Preliminary Plan of Subdivision 4-97056 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 subdivision resolution.

Condition 18: This condition prohibits access from specific lots to Ammendale Road unless certain design conditions are met. The subject property is not one of the specified lots and does not show access to Ammendale Road in any event.

Preliminary Plan of Subdivision 4-97056:

Condition 16: This condition specifies right-of-way dedication requirements. This condition is enforced at the time of Record Plat; all platted portions of the site have, to date, shown adequate dedication.

Condition 17: This condition requires transportation improvements associated with Stage 1a, which includes Lots 1, 2 and 3, as shown on the plan under review at that time. The subject application concerns Lot 2. This condition has been met. For safety reasons, the six-lane section along US 1 required by Condition 17a has been constructed as a five-lane section with a median controlling left turns; this does provide equivalent capacity. The signal under Condition 17b was not warranted; the signal under Condition 17c has been installed at the entrance to the State of Maryland property, and the signal under Condition 17d has been installed but is not operational.

Condition 18: This condition requires transportation improvements associated with Stage 1a, which includes Lots 1, 2 and 3, as shown on the plan under review at that time. The subject application concerns Lot 2. The 500,000-square-foot quantity which triggers this condition has not yet been reached and will not be reached with the addition of the subject site plan.

Condition 19: This condition applies to Lots 4-7 of the plan; the subject plan is for Lot 2.

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 Plan of Subdivision 4-97056. The development that has occurred includes:

SDP-9707	225,007-square-foot warehouse and distribution	90 AM	90 PM
SDP-9707	9,160-square-foot office	18 AM	17 PM
Maryland Motor Vehicle Administration—No application required			
	20,703-square-foot motor vehicle office	391 AM	413 PM
SDP-9707/05			
	1 residence	1 AM	1 PM
	433-square-foot office	1 AM	1 PM
	76,252-square-foot consolidated storage	11 AM	20 PM
Total requested or approved		512 AM	542 PM

The associated traffic study submitted in 1997 assumed 317,980 square feet on Lots 1, 2, and 3, with this development generating 267 AM and 312 PM peak hour trips. It is noted that the trip generation of the assumed development has been far exceeded. For the following reasons, this is not considered to be an issue for this application:

- a. It is important to remember that the motor vehicle office (built on former Lot 1), because it was built on property that was purchased by the state after the preliminary plan was approved, was exempt from further staff review. The initial traffic study did not foresee a facility of this type. Nonetheless, there was a traffic study done for this facility. That study has been provided, and improvements along US 1 in the area of the motor vehicle office were done pursuant to the recommendations in the study.

- b. Further traffic studies have been conducted for other subdivisions within Ammendale South since 4-97056 was reviewed. Localized improvements have been constructed pursuant to those other studies, but no new conditions regarding roadway improvements over the larger scope of the Ammendale South study have been recommended.
- c. If a traffic study were to be done at this time with the same scope as the 4-97056 study, it is unlikely that additional improvements within the area would be recommended.
- d. The subject application represents a small addition to existing traffic.
- e. The overall Ammendale South project has developed with uses that have a much smaller trip impact than those that were assumed at the time of Basic Plan and Comprehensive Design Plan.

Given these considerations, the transportation staff finds that the subject property will be adequately served within a reasonable period of time with transportation facilities that are existing, programmed, or which would be provided as a part of the development.

11. **The Historic Preservation and Public Facilities Planning Section**, Countywide Planning Division, provided the following analysis regarding public facilities for the subject application:

Fire and Rescue

The existing fire engine service at Beltsville Fire Station, Company 31, located at 4911 Prince George’s Avenue, has a service travel time of 4.25 minutes, which is beyond the 3.25-minute travel time guideline.

The existing ambulance service at Beltsville Fire Station, Company 31, located at 4911 Prince George’s Avenue, has a service travel time of 4.25 minutes, which is within the 4.25-minute travel time guideline.

The existing ladder service at Laurel Fire Station, Company 10, located at 7411 Cherry Hill Road, has a service travel time of 7.90 minutes, which is beyond the 4.25-minute travel time guideline.

The existing paramedic service at Laurel Rescue Squad, Company 49, located at 14910 Laurel Bowie Road, has a service travel time of 8.25 minutes, which is beyond the 7.25-minute travel time guideline. The nearest station, Beltsville Fire Station, Company 31, located at 4911 Prince George’s Avenue, is 4.25 minutes from the development. This facility would be within the recommended travel time for paramedic/ambulance service

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 engine and ladder service, a fire suppression system should be installed in the consolidated warehouse unless the Prince George’s County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

Police Services

The proposed development is within the service area for District I, Beltsville. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of January 2, 2004, the county had 823 sworn staff and a total of 101,303 feet of station space. Based on available space there is capacity for 57 additional officers. The staff concludes that the existing county police facilities will be adequate to serve the commercial use.

12. **Subdivision:** The Subdivision Section stated that there are no subdivision issues connected with the project and that the plan matches recorded Lot 2, record plat UJ 184@65.
13. **Community Planning:** This application is not inconsistent with the 2002 General Plan development pattern policies for the Developing Tier. This application is located in a Corridor in the Developing Tier. The vision for the development pattern in the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable. The vision for Corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

This application conforms to the land use recommendations in the 1990 Master Plan for Subregion I.

14. **Environmental Planning:** The site was previously reviewed by the Environmental Planning Section in conjunction with Comprehensive Design Plan CDP-9009, Specific Design Plan SDP-9707, Preliminary Plan of Subdivision 4-97056, and TCPII/17/94.

Several of the lots at the overall site have been developed. The scope of the subject review is for a proposed building on Lot 3 for a consolidated storage facility.

A review of available information indicates that streams, wetlands, and 100-year floodplain are found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. US 1 has been identified as a transportation noise generator; however, there are no adverse impacts to the proposed nonresidential use in this application. The overall site has historic resources associated with it, including an established environmental setting. There is an unnamed tributary located on the site that drains to the Indian Creek watershed. The Ammendale Branch is also located on the property. Both tributaries are in the Anacostia River basin.

Preliminary Plan of Subdivision, 4-97056

The Preliminary Plan of Subdivision included five environmental-based conditions related to the signature approval of said plan, the TCPI approval, initial approval of the SDP, a condition to be placed on the TCPII, a requirement prior to the issuance of the first building permit, and a stipulation on the sediment control plan prior to the issuance of any grading permits.

Condition 8: Prior to signature approval of the Preliminary Plan, all wetlands shall be properly flagged in the field and delineated on said plans in accordance with State and Federal approvals. All appropriate approvals shall be submitted to the Natural Resources Division.

Comment: This condition was satisfied in 1997.

Condition 9: Prior to approval of the Specific Design Plan, the applicant shall demonstrate that on-site quality measures have been provided to minimize impacts of this development on the wetlands and floodplains adjoining Indian Creek.

Condition 10: Prior to the issuance of the first building permit, the applicant shall provide the Natural Resources Division with a copy of the State National Pollution Discharge Elimination System permit, if required, as well as the approved stormwater/stormdrain plan approved by DER.

Condition 12: Approval of the Type I TCP with the following condition for the Type II TCP:

A Type II TCP shall be submitted to the Natural Resources Division in conjunction with the SDP and, as a consideration, should attempt to incorporate preservation of as much of the natural envelope circumscribing the environmental setting as possible in the following areas:

Approximate expansion of 100 linear feet of the individual hedgerow of walnut trees along the northwestern edge of Lot 3.

Approximate expansion of the large trees immediately southwest of Ceremonial Drive.

Per the woodland policies of the Natural Resources Division, afforestation and reforestation should be comprised of larger stock material.

Condition 13: Prior to the issuance of any grading permits, a note shall be placed in the sequence of construction of the sediment control plans specifying the timeframe for removal of trash and other debris and submitted to the Natural Resources Division. The note shall specify that all trash on the site such as cars, tires and other debris shall be removed to the greatest extent possible. In the event debris is encountered in nondisturbance buffers, the applicant shall manually remove the material, without the use of machinery.

Comment: Conditions 9, 10, 12 and 13 have been previously satisfied as other lots at the site have been developed since 1997.

15. **Public Works and Transportation:** As of this writing, staff has not received comment from the Department of Public Works and Transportation.
16. **State Highway Administration:** The State Highway Administration stated that it had completed its evaluation of the submitted plan and had no objection to the plan.

17. **Department of Environmental Resources:** The Department of Environmental Resources stated that the plan is consistent with approved Stormwater Concept #978006710.
18. **Prince George's County Fire/EMS Department:** The Prince George's County Fire/EMS Department stated that project must accommodate the turning radius of a 43-foot wheel base vehicle. Further review shall occur at the time of application for building permit.
19. **The Historic Preservation and Public Facilities Planning Section** staff has reviewed the proposed architectural elevations and landscape plans associated with the construction of a self-storage facility on Lot 2 of the Ammendale Business Campus South subdivision. Lot 2 is at the eastern edge of the property historically associated with the Ammendale Normal Institute (Historic Site 60-4) and is located south of the historic site's ceremonial entry drive. A modern vehicular entrance is located south of the ceremonial drive, north of and adjacent to the subject property.

Historic Preservation staff finds that the proposed architecture is generally compatible with the character of adjacent new construction elsewhere on the Ammendale Business campus. Nevertheless, several aspects of the proposal require more specific analysis. These include: (1) the architectural detailing of building elevations; (2) the materials and colors to be employed for façades, roofs and fencing; (3) proposed site lighting and signage.

The specific character of proposed building materials to be used should be analyzed for their consistency with adjacent new construction and potential impact on the character of the ceremonial drive. Samples of façade and trim brick, window trim and other applied ornamentation, window glass, and roofing and fencing materials should be provided to the Historic Preservation and Public Facilities Planning Section for review.

Specific information should be provided regarding proposed site lighting and signage. It is important to assure that the character of proposed site lighting and advertising signage enhances the US 1 streetscape and the character of the tree-lined, ceremonial drive that is part of the Ammendale Normal Institute Historic Site Environmental Setting.

Conclusions

Historic Preservation staff recommends that the Planning Board or its designee should review the design and materials of the proposed building on Lot 2 to ensure compatibility with adjacent new construction and the historic character of the tree-lined ceremonial entrance to the Ammendale Normal Institute Historic Site (60-4).

In order to determine the overall compatibility of the proposed buildings, the applicant should submit the following to the Planning Board or its designee for review:

- Samples of proposed building materials including façade and trim brick, window trim and other applied ornamentation, window glass, and roofing and fencing materials. The character and color of materials should be compatible with adjacent new construction and not detract from the historic character of the historic site's tree-lined ceremonial entrance drive.
- Specific information regarding proposed site lighting and signage. Site lighting and signage should be designed to minimally impact the adjacent ceremonial drive.

Comment: The applicant has submitted the color boards discussed in an earlier section of this report under Finding 6. The concern over compatibility to the Ammendale Institute property will be addressed by the revisions included in the recommendation section of this report. Further, the extensive berming and landscaping between the subject property and the ceremonial drive located on the Ammendale Institute property will screen and buffer the subject site from view. The specific information regarding proposed site lighting should be designed to minimally impact the adjacent ceremonial drive. Details and specification should be added to the plans prior to signature approval.

20. This Specific Design Plan conforms to the approved Comprehensive Design Plan, CDP-9003, and the applicable standards of the *Landscape Manual*, if the conditions of approval are adopted.
21. 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 as stated in Findings 10 and 11, above.
22. Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties as determined by the Department of Environmental Resources in the approval of the conceptual stormwater management plan as stated in Finding 17.

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 SDP-9707/05 subject to the following conditions:

1. In order to alleviate the negative impact on fire and rescue services due to the inadequate engine and ladder service, a fire suppression system shall be installed in the consolidated warehouse unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.
2. Prior to certification of the Detailed Site Plan:
 - a. The architectural elevations shall be revised as follows:
 - (1) The proposed brick shall match the color of the brick existing on the Maryland Motor Vehicle Administration (which is a dark red). The window frames shall be revised from a red brick color to black.
 - (2) Signage on the side of the building adjacent to the Ammendale Institute property shall be deleted.
 - (3) The tan, smooth-faced block on the rear elevation shall be revised to match the ultimate color of the brick elsewhere on the building.
 - b. The plans shall be revised to show planting of native trees and shrubs along the front of the project facing US 1.
 - c. Details and specification shall be added to the plans regarding proposed site lighting and shall be designed to minimally impact the adjacent ceremonial drive.