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Detailed Site Plan

DSP-05024

Application	General Data
Project Name: THE BRICK YARD—SOUTH SECTION Location: CEDARHURST DRIVE NORTHWEST OF ITS INTERSECTION WITH MUIRKIRK ROAD Applicant/Address: JACKSON-SHAW COMPANY 4640 FORBES BOULEVARD, SUITE 150-B LANHAM, MD 20706	Date Accepted: 6/21/05
	Planning Board Action Limit: Waived
	Plan Acreage: 36.3
	Zone: I-2
	Dwelling Units: NA
	Square Footage: 487,330
	Planning Area: 62
	Tier: DEVELOPING
	Council District: 01
	Municipality: NA
200-Scale Base Map: 216NE06 & 7	

Purpose of Application	Notice Dates
FLEX INDUSTRIAL PARK	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-12-2003) 3/21/2005
	Sign(s) Posted on Site and Notice of Hearing Mailed: 8/22/2005

Staff Recommendation		Staff Reviewer: EDWARD ESTES	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

October 12, 2005

MEMORANDUM

TO: Prince George's County Planning Board
VIA: Steve Adams, Urban Design Supervisor
FROM: Edward Estes, Planner Coordinator
SUBJECT: Detailed Site Plan DSP-05024
The Brickyard—South Section

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 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 the Zoning Ordinance in the I-2 Zone.
- b. The requirements of Preliminary Plan of Subdivision 4-04120.
- c. The requirements of the *Landscape Manual*.
- d. The requirements of the Prince George's County Woodland Conservation Ordinance.
- e. 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 487,330-square-foot office/warehouse space in a six-building flex industrial park in the I-2 Zone.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone	I-2	I-2
Use(s)	Manufacturing and Clay and Sand Mining	Flex Industrial Park
Acreage	36.3	36.3
Lots	Lots 7-12	Lots 7-12
Building Square Footage/GFA	N/A	487,330

OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	521	534
of which handicapped spaces	24	32
Loading spaces	22	22

3. **Location:** The site is in Planning Area 62, Council District 1. More specifically, it is located approximately 770 feet west of the intersection of Cedarhurst Drive and Muikirk Road.
4. **Surroundings and Use:** The subject property is bounded to the north by CSX transportation railroad tracks, to the west by a MARC (commuter train service) parking area and undisturbed woodland, to the south by Cedarhurst Drive and various residential communities, and to the east by a PEPCO right-of-way with utility power lines.
5. **Previous Approvals:** The site has also been the subject of a preliminary plan of subdivision (4-04120) approved by the Planning Board on July 7, 2005, and formalized in PGCPB Resolution No. 05-155. Lastly, the site is the subject of approved stormwater concept plan 5249-2005-00, approved March 24, 2005, and effective for three years, or until March 24, 2008.
6. **Design Features:** The intent of the office/warehouse development is to create a recognizable image as a distinct place; varying massing to provide visual interest, as applicable; ensure compatibility with surrounding developments and use building height and massing to emphasize important corners, designated points of entry, and create a visible skyline to differentiate Prince George’s new office/warehouse areas from other activity nodes.

The 36.3-acre site is accessed from a private road that leads into the property from Cornerstone Drive to a series of parking areas that wrap around two to three sides of the one-story office/warehouse structures that range from 42,431 square feet to 104,401 square feet. Each building will provide both visitor and employee parking along with loading dock areas.

The office/warehouse development integrates existing natural features and open space into the overall design and layout of the development. The use of existing natural features and common open spaces creates site amenities and provides physical separators and buffers from adjacent development. The number, location and design of the independent pad sites reinforce the identity and function of the office/warehouse development. The primary facades of the buildings, typically the facade containing the primary customer entrance, are oriented in a variety of ways that include toward the primary access street, toward the interior of the development “focal point,” and toward the side facing the MARC parking area.

The office/warehouse design has achieved a unity of design through compatible materials and colors throughout the development; selected building materials that are durable, attractive and have low maintenance requirements; and the use of colors that reflect natural tones found in the environment of Prince George's County. The buildings are constructed and clad with materials that are durable, economically maintained, and of a quality that will retain their appearance over time, including brick, a high-quality painted prestressed concrete system, and glass.

A signage package has been submitted for the development. The signage is scaled appropriately to appeal to both pedestrians walking on the adjacent sidewalks and to vehicles driving at reduced speeds. The signs are aesthetically pleasing and cohesive. The signage on the street frontages is integrated into the overall design of the buildings.

The landscaping is designed to visually tie the entire development together, define major entryways and circulation (both vehicular and pedestrian) and parking/loading patterns, and create buffers at less intensive adjacent land uses.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the I-2 Zone and the site plan design guidelines of the Zoning Ordinance.
 - a. The subject application is in conformance with the requirements of Section 27-473, which governs permitted uses in industrial zones. The proposed office/warehouse is a permitted use in the I-2 Zone.
 - b. The proposal is also in conformance with the requirements of Section 27-474, Regulations, regarding additional regulations for development in industrial zones.
8. **Preliminary Plan of Subdivision:** Preliminary Plan (4-04120) was approved by the Planning Board on July 7, 2005. Resolution PGCPB No. 05-155 adopted by the Planning Board formalized that approval. Conditions 2, 10, 12, 13, 15, 23 and 28 of that approval apply to the review of the subject detailed site plan. Please see further discussion of those conditions under Finding 11, Referral Comments, below.
9. **Landscape Manual:** The proposed development is subject to the requirements of Section 4.2, Commercial and Industrial Landscaped Strip, and Section 4.3, Parking Lot Requirements, of the *Landscape Manual*.

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*.
10. **Woodland Conservation Ordinance:** The project is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is greater than 40,000 square feet and there are more than 10,000 square feet of existing woodland on-site.
11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic Preservation**—In a memorandum dated July 28, 2005, the Historic Preservation Planning Section stated the proposed project would have no effect on historic resources.

- b. **Archeology**—In a memorandum dated July 28, 2005, M-NCPPC staff review of the Maryland Historical Trust’s archaeological site files and related materials indicates that there is little likelihood of locating prehistoric and/or historic archaeological resources within the developing property. Therefore, no further archeological investigation is necessary.
- c. **Community Planning**—In a memorandum dated August 5, 2005, the Community Planning Division stated that the proposed project is not inconsistent with the 2002 General Plan Development Pattern policies, and that it conforms to the employment land use recommendation of the 1990 master plan for Subregion I.
- d. **Transportation**—In a memorandum dated August 15, 2005, the Transportation Planning Section stated that the subject property is a portion of a larger development that was the subject of Preliminary Plan 4-04120, and that Conditions 15, 27, 21-25, 26, and 28 of that approval were transportation-related. Additionally, the Transportation Planning Section noted that the vehicular access within the site is acceptable.

This property was the subject of a 2005 traffic study and was given subdivision approval pursuant to a finding of adequate transportation facilities made in 2005 for Preliminary Plan of Subdivision 4-04120. Insofar as the basis for the preliminary plan findings is still valid, and in consideration of the materials discussed earlier, 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.

- e. **Subdivision**—In a memorandum dated July 21, 2005, the Subdivision Section offered the following:

The property is the subject of Preliminary Plan 4-04120 approved by the Planning Board on July 7, 2005. The resolution of approval, PGCPB Resolution 05-155, was adopted on July 21, 2005. The preliminary plan remains valid until July 21, 2007, or until a final record plat is approved. The overall preliminary plan was for approximately 115.98 acres and was approved with 38 lots and 4 parcels. The tract area is zoned I-2 and I-3. The area that is the subject of this application is zoned I-2 and known as Lots 7 and 9-15 and Parcel A. The site plan cover sheet and general note should be revised to indicate the lots and parcel that are the subject of this application.

The property is subject to the conditions contained in the resolution of approval. That resolution contains 38 conditions. The following conditions relate to the review of the detailed site plan (DSP). Staff comments have been provided where additional clarification or explanation would be helpful:

- 2. **A Type II tree conservation plan shall be approved with the appropriate detailed site plan(s).**
- 3. **Development of this site shall be in conformance with stormwater management concept plan #5249-2005-00 and any subsequent revisions.**
- 4. **Prior to signature approval of the preliminary plan, the FSD shall be revised to state in the text and show on the plan the locations of isolated wetlands consistent with the preliminary jurisdictional determination, and after these**

revisions have been made to the text and the plan, have the qualified professional who prepared the plan sign and date it.

Subdivision Section Comment: The preliminary plan or Type I tree conservation plan have not been submitted for signature approval and should be submitted prior to approval of the DSP.

There are no other subdivision issues at this time.

- f. **Trails**—In a memorandum dated August 1, 2005, the senior trails planner stated that the adopted and approved Subregion I master plan designates Muirkirk Road as a master plan trail/bicycle corridor. Currently, a variety of cross sections are present along the road with some segments including standard sidewalks. Adjacent to the subject site is the existing Muirkirk MARC station. The adopted and approved General Plan includes a strategy to “review and fully exploit opportunities to incorporate non-motorized transportation such as pedestrian and bicycle trails into the county’s transportation system” (General Plan, page 66). These types of connections are especially appropriate on and along the subject site due to the proximity of the adjacent MARC station. Although the subject application is zoned industrial, the property immediately to the east is an existing residential community. At the time of the preliminary plan for the subject site (approved Preliminary Plan 4-04120), staff recommended the provision of standard sidewalks, wide sidewalks, and public pathways to accommodate pedestrians from the residential communities walking to the MARC station. These sidewalks and paths will also serve employees of the subject site, and make it possible to walk directly from the site to the adjacent MARC station, as well as to walk between uses on the site. These recommendations were incorporated into the resolution of the preliminary plan as Conditions 13, 18, and 19. The portions of these conditions that are relevant to the subject application are reiterated below in the staff recommendations.

Urban Design Comment: An enhanced pedestrian walkway from the subject property to the Muirkirk MARC Station parking area is discussed in the staff recommendations.

- g. **Permits**—In a memorandum dated July 22, 2005, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or in the recommended conditions below.
- h. **Environmental Planning**—In a memorandum dated August 24, 2005, the Environmental Planning Section offered the following:

The approval of Preliminary Plan 4-04120 included 38 conditions, 10 of which dealt with environmental issues that were to be addressed during subsequent reviews. Two environmental conditions to be addressed during the review of the Detailed Site Plan are provided below.

Preliminary Plan of Subdivision, 4-04120 conditions to be addressed at DSP

2. **A Type II Tree Conservation Plan shall be approved with the appropriate detailed site plan(s).**

Comment: A TCPII has been included in the submittal of the DSP to address this condition.

10. A detailed site plan shall be approved by the Planning Board for development of the I-2 zoned portion of the property, in accordance with Section 27-270 of the Zoning Ordinance, prior to the final plat.

Comment: The scope of DSP-05024 is for the 33-acre, I-2-zoned portion of the site to address this condition.

- i. **Department of Environmental Resources**—In comments dated July 22, 2005, DER stated that the site plan for The Brickyard, DSP-05024, is consistent with approved stormwater concept plan #5249-2005-01.
- j. **Fire Department**— In a memorandum dated August 14, 2005, the Specials Operation Command Bureau of the Fire Prevention Special Hazards Section indicated that the plans were reviewed according to departmental procedures and operational guidelines of the Prince George’s County Fire/EMS Department. No comments or highlighted notes were indicated on the submitted plans.
- k. **Department of Public Works & Transportation (DPW&T)**—In a memorandum dated September 19, 2005, DPW&T offered the following:
 - (1) The property is located on the southeast quadrant of the intersection of Muirkirk Road and Cedarhurst Drive.
 - (2) The frontage along Muirkirk Road and Cedarhurst Drive is improved but must be upgraded to include sidewalks; handicapped ramps; any additional widening, if required; upgrades to storm drainage, and mill and overlay. Elimination of the sidewalk on the west side of Cedarhurst Drive due to the existing steep slope and forestation is acceptable to DPW&T as long as the sidewalk on the east side is extended along the entire property frontage and proper crosswalks and access to the Metro station is provided. Proposed Cornerstone Drive is to meet county commercial/industrial roadway standards.
 - (3) All gateway monuments and any other proposed structures along proposed Cornerstone Drive need to be located outside of the right-of-way to be dedicated for public use. Furthermore, the cul-de-sac for Cornerstone Drive should be free of any access drives that serve the proposed Cornerstone Way (private drive).
 - (4) The guardrail on the west side of Cedarhurst Drive must remain as proposed. This is not only a safety issue for pedestrians, it is also an issue for vehicular traffic.
 - (5) Extension of the existing offset crown on Cedarhurst Drive adjacent top Lots 13-17 is acceptable as long as the drainage and geometrics for the roadway work.
 - (6) Shifting of the right-of-way for Cedarhurst Drive could be allowed as long as the required 70 feet is dedicated for public use.
 - (7) Conformance with DPW&T street tree and street lighting standards is required

- (8) All storm drainage systems and facilities are to be in accordance with DPW&T's and the Department of Environmental Resources' requirements.
- (9) Existing utilities may be require relocation and/or adjustment. Coordination with the various utility companies is required.
- (10) A soils investigation report that includes engineering evaluation for public streets is required.

Please note the compliance with DPW&T's requirements is enforced through their separate permitting process.

- 1. **Washington Suburban Sanitary Commission (WSSC)**—In comments dated July 14, 2005, WSSC stated that water and sewer extension will be required for the site. In addition, an on-site plan review package should be submitted and the Phase II System Integrity package should be submitted for review.
- 12. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-05024, The Brickyard—South Section and TCPII/118/05, subject to the following conditions:

- 1. Prior to certificate approval of DSP-05024 revise the forest stand delineation in compliance with Condition 4 in Planning Board Resolution No. 05-155.
- 2. Prior to certificate approval of DSP-05024 revise TCPII/118/05 as follows:
 - a. Revise the vicinity map to identify the 33-acre portion of the overall site that is the scope of DSP-05024.
 - b. Put the legend on all seven sheets of the TCPII.
 - c. Locate the areas of steep and severe slopes (slopes between 15 and 25 percent grade and 25 percent in grade and steeper, respectively) because these are associated with this portion of the overall site.
 - d. Provide a phased TCPII worksheet to track the cumulative woodland conservation requirements for the overall Brickyard site as it is developed in phases.
 - e. Remove or cross out optional Notes 7-10.
 - f. The note on the composite sheet and sheet T-6 regarding Lot 6 should read: "Lots 1-6 are not part of this DSP."

- g. Regarding woodland preservation area PA-1, provide woodland preservation sign symbols in relation to this area with a corresponding symbol in the legend, where the signs will be visible based on the several proposed retaining walls in vicinity of this area.
 - h. Provide the required edge management notes.
 - i. Put the standard TCPII signature approval block on all seven sheets of the plan.
 - j. After these revisions have been made to the plan, have the qualified professional who prepared the plan sign and date it.
2. In conformance with the adopted and approved Subregion I master plan and approved Preliminary Plan 4-04120, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
- a. An eight-foot-wide sidewalk along the subject site's entire frontage of Cedarhurst Drive, unless modified by DPW&T.
 - b. A six-foot-wide sidewalk along at least one side of Cornerstone Drive, unless modified by DPW&T.
 - c. A public walkway from the end of Street A to the adjacent MARC property. This trail should be eight feet wide and asphalt and should be within a public use easement or within land otherwise dedicated for a public pedestrian/trail corridor.
 - d. Detailed site plan(s) for site development shall provide a pedestrian connection to the MARC station property in either a public use easement or on a business association common open space element, encumbered by a public use easement in the vicinity of Lots 5 and 6, or another location determined appropriate. A second connection should be provided serving pedestrian movements from Mid Atlantic Boulevard to Cedarhurst Drive, using a public or private sidewalk system. Adequate signage shall be required for both connections. The width, design and timing for the construction of the pedestrian connection shall be determined at the time of review of the site development DSP (not infrastructure). The DSP shall require the recordation of a public use easement.
3. Prior to signature approval of the detailed site plan, the following revisions shall be made to the detailed site plan, landscape plan and architectural elevations:
- a. **Pedestrian Access:**
 - i. Provide site walkways connecting parking areas to buildings with a five-foot minimum walkway with planting areas. This area shall be a minimum of 15 feet wide to accommodate car overhangs.
 - ii. Provide a continuous pedestrian walkway no less than eight feet wide with planting areas from the west walkway of Cornerstone Drive at the circle to the MARC parking area. This area shall be a minimum of 20 feet wide. The walkway should be constructed of a combination of materials consisting of brick pavers and concrete. Provide site amenities such as benches and trash receptacles along the pedestrian walkway.

- iii. The pedestrian connection between the cul-de-sac and the MARC station shall be constructed prior to the issuance of the first use and occupancy permit. The applicant may relocate the pedestrian connection at any time pursuant to a subsequently approved detailed site plan for the property on which the pedestrian connection is located.

- b. **Building Materials and Color:** Submit a color palette and building materials board as part of their detailed site plan application.

- c. **Roof Design and Treatment:** Provide parapets to conceal flat roofs and rooftop equipment such as HVAC units from public view area. The average height of such parapets shall not exceed 15 percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall.

- d. **Building Foundation Landscaping:** Provide ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers at the building foundations the full length of a primary building along any facade featuring a customer entrance and along any facade abutting customer parking areas.

- e. **Service Area Screening:** Provide screening materials that are of equal quality to the materials used for the primary building and landscaping at the truck parking, outdoor storage, trash collection, trash compaction, and other service functions.

- f. **Pedestrian Walkway Lighting:** Provide pedestrian-level, bollard lighting, ground-mounted lighting, or other low, glare-controlled fixtures to light the pedestrian walkway connecting the MARC parking area to Cornerstone Drive.

- g. **Architectural Building-Mounted Lighting:** Provide building-mounted lighting to highlight specific architectural features or building entrances.

- h. **Signage:** On all street frontages, provide signage material that is integrated into the overall design of the building. Signs shall be located to complement the architectural features of a building such as above the building entrance or other similar feature. Provide additional information to the signage package if tenant identification signs will be applied directly to the office/warehouse buildings.