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**SPECIFIC DESIGN PLAN
 DEPARTURE PARKING AND LOADING STANDARDS**

**SDP-8509/02
 DPLS-302**

Application	General Data
Project Name: Collington Center, Lot 3, Block A Location: East side of Prince George's Boulevard, approximately 700' north of Trade Zone Avenue Applicant/Address: NAHB Research Center, Inc. 400 Prince George's Boulevard Upper Marlboro, Maryland 20774	Date Accepted: 7/7/2005
	Planning Board Action Limit: 11/4/2005
	Plan Acreage: 25.0
	Zone: E-I-A
	Dwelling Units: NA
	Square Footage: 43,324
	Planning Area: 74A
	Tier: Developing
	Council District: 4
	Municipality: NA
200-Scale Base Map: 201SE14	

Purpose of Application	Notice Dates
Revision to the Specific Design Plan to add a 43,324-square-foot Laboratory/Testing Facility.	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-12-2003) 5/6/2005
	Sign(s) Posted on Site and Notice of Hearing Mailed: 8/30/05

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

September 12, 2005

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Revision to specific design plan SDP-8509/02
Departure Parking and Loading Standards DPLS-302
National Association of Home Builders
Lot 3, Block A

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

EVALUATION CRITERIA

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

FINDINGS

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

- 1. **Request:** The proposed specific design plan for Lot 3, Block A, includes a revision to add a free standing building which will be used for a laboratory to conduct testing and a

marketing research facility. This building will be added to the existing site, which houses the main headquarters of the National Association of Home Builders (NAHB) Research Center, Inc.

2. **Development Data Summary**

Zone:	E-I-A
Gross Lot Area (Lot 3)	25 acres
Existing Building Area (Phase One)	39,850 sq. ft.
Proposed Building Area (Phase Two)	43,524 sq. ft.
Proposed Building Area (Phase III)	10,120 sq. ft.
Total square footage for the site	93,494
FAR Permitted 0.45	0.45
FAR Provided	0.09
Green Space required	20 percent
Green Space provided	82 percent
Building Height Permitted	3 stories for warehouse uses 10 stories for office uses
Building Height Proposed	1 story with mezzanine
Parking spaces required	229
*Parking spaces provided	150
Loading spaces required	3
Loading spaces proposed	3

*This case is being processed concurrently with an application for a Departure from Parking and Loading Standards, DPLS-302. See Finding 9 below.

3. **Location:** The subject site is located on the east side of Prince George’s Boulevard and on the west side of US 301 at 400 Prince George’s Boulevard. The subject site is in 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. The subject lot consists of 25 acres. The adjacent properties to the north are vacant and the adjacent property to the south is developed with an office use.
4. **Surrounding uses:** The adjacent properties to the north are vacant and the adjacent property to the south is developed with an office use.
5. **Previous Approvals:** The District Council approved Basic Plan Amendments A-6965, A-9284, and A-9397 on March 2, 1989, for the entire Collington Center. The Planning Board approved Comprehensive Design Plan CDP-8712 (PGCPB No. 88-224) on May 19, 1988, for the Collington Center. The Planning Board approved CDP-9006, which revised CDP-8712 (PGCPB No. 90-455), on October 18, 1990. The Planning Board approved CDP-9006/01 (PBCPB No. 90-455), deleting a condition of approval requiring recreational facilities on October 18, 1990. The Planning Board

approved CDP-9006/02. Specific Design Plan SDP-8509 was approved by the Planning Board on July 16, 1985. Specific design plan SDP-8509/01 was approved by the Planning Board on May 9, 2002.

6. **Design Features:** The subject specific design plan proposes a 32,280-square-foot laboratory testing and marketing research facility. The property is already developed with a 39,850-square-foot office building and associated parking for the National Association of Home Builders.

Conformance with Basic Plan

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

Conformance with Comprehensive Design Plans

8. The proposal complies with the following design guidelines established by CDP-8712 and revised by CDP-9006:

Buildings constructed within Collington Center will be one of the three basic types: single buildings on individual parcels, two or more buildings arranged to create external open space, two or more buildings arranged to create internal courtyards.

The arrangement of the proposed buildings in relation to the existing building will create external open spaces and internal courtyards.

The proposed buildings will follow the following guidelines to create a harmonious appearance:

Materials will be harmonious with the surroundings, graphics identifying the company will be coordinated with the building design, lighting will enhance the design of the building and not cause excessive glare, planting will be provided along the foundations to enhance the visual quality of the building, views will be preserved where physically possible, buildings will be oriented in such a way as to create internal open space and landscaping, combining of plant materials and earth mounding will embellish the overall appearance of the site.

The proposed laboratory and testing center building will have brick veneer at the front entrance of the building and the entire south elevation of the building, which are the most visible areas of the building as viewed from the roadway and the entrance drive. The remaining elevations of the building are metal panels with glazed windows and doors. The proposed architecture will be compatible with the industrial/office type architecture of the existing building and other adjacent buildings in Collington Center. The siting, height and orientation of the building facilitate the creation of adequate landscape buffers around the building. Lighting for the parking lot is provided and should be specified to be of the same height as previously approved lighting, limiting the height to 32-foot-high light posts. The proposed architecture has been approved by the Collington Center Architectural Review Committee.

A minimum building setback of 80 feet is required along the 102-foot right-of-way for Prince George's Boulevard. A minimum building setback of 50 feet is required along the 70-foot right-of-way along the other major streets. A minimum setback of 25 feet is required along Branch Court and Queen's Court.

The proposed building setback along Prince George's Boulevard is more than 80 feet (approximately 400 feet).

The building will not be more than three stories high for office/industrial uses and a maximum height limit of 10 stories is allowed for office uses.

The building has two floors in the market research wing and the remaining portion of the building is open from floor to ceiling. This space is where the testing of materials will occur. The maximum height of the proposed building is 40 feet, which is limited to the high bay area of the building.

Ground-mounted signs identifying industries will be oriented towards roadways and will not exceed a height of ten feet. Plant materials and earth mounding will be used to enhance the appearance.

The applicant has provided information on the proposed signage to be located at the entrance of the site and another sign near the entrance to the subject building. The signage at the entrance of the site is a nine-foot-high by six-foot-wide sign that identifies the site as the NAHB Research Center. The second sign is 7 feet tall and 16.5 feet long and identifies the building as the laboratory. The proposed materials are unclear, as the plans have not been detailed; however, the base of both signs is brick. A condition has been added to require the applicant to provide details and specifications for the materials of the proposed signage.

The site and parking lot design must comply with the requirements of the Landscape Manual. The proposal must include a minimum of 20 percent of green space.

The proposal is subject to the requirements of Section 4.2 (Commercial and Industrial Landscape Strip), Section 4.4 (Screening Requirements) and Section 4.3 (Parking Lot Requirements) of the *Landscape Manual*. The proposed landscaping complies with the requirements of the *Landscape Manual*. The applicant has provided 82 percent of green space.

Loading areas visible from public streets will be screened with evergreen planting materials.

The proposed loading spaces will not be visible from Prince George's Boulevard because they will be screened from the adjacent properties by extensive landscaping.

Prince George's Boulevard (102 feet RW) will have street trees planted in the median in a natural setting with trees and shrubs in attractive groupings. Light fixtures will be on the sides at established intervals. Low growing shrubs and flowering material will be placed in islands where acceleration/deceleration lanes are provided.

Corners of intersections will be planted with low-growing, broad-leafed shrubs in combination with flowering annual beds. Sight distance will not be obstructed by these plant materials.

The applicant has not shown any trees in the median along Prince George's Boulevard. Collington Center is a developed center where street landscaping has been addressed as a part of the overall development of the center and as a part of the previous approvals. Therefore, compliance with the above requirements is not required at this time.

9. **Required Findings: DPLS 302**

Request: The applicant proposes to replace a previously approved laboratory space of 8,384 square feet with a 43,324-square-foot lab/testing facility for market research of testing products, and additional parking and loading facilities. This building may take over other facilities that were included in the previously approved, but not built, conference center. This application for DPLS-302 is based on the existing office building and the proposed laboratory; it does not include the previously approved conference center because that facility and its associated parking facilities have not been built and may not ever be built. A total of 229 parking spaces are required for Phase One (the existing office building) and Phase Two (the laboratory) and 158 spaces are provided, leaving the need for a departure of 71 spaces.

(A) **Section 27-588(b)(8) of the Zoning Ordinance provides that in order for the Planning Board to grant the departure, it shall make the following findings:**

1. **The purposes of Section 27-550 will be served by the applicant's request.**

The purposes of Section 27-550 are:

- (1) **To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) **To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) **To protect the residential character of residential areas; and**
- (4) **To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

Although the parking space and loading space departures seem substantial, they will remain in harmony with the above purposes.

With regard to the 71-space parking reduction, there is substantial information to show that the requirement for 229 spaces is unnecessary at this location. The applicant provides the following argument in the justification statement for this departure:

“This is a request for a DPLS to reduce the number of required parking spaces by 71 in order to permit the development of a laboratory/testing/market research building at NAHB's National Research Center. The departure is desirable because of the rather unique staffing arrangements and conference hosting practices of the Research Center. The justification for the requested departure consists of four principal points:

- “a. The proposed laboratory/testing/market research building will be utilized on a part-time, as-needed basis, by current NAHB Research Center employees;
- “b. The market research portion of the new facility will provide four different venues, which are intended to be occupied one venue at a time, i.e., with participants moving from one to another;
- “c. A large proportion of the Research Center employees travel regularly and are often not on the premises during the typical work week; and
- “d. A parking utilization survey revealed that the maximum number of parking spaces used in a typical workday at the Research Center is 56.7 percent of the Zoning Ordinance requirement.

“These points are discussed in detail below.

“III. JUSTIFICATION OF REQUEST

“The 43,324-square-foot laboratory/testing/market research building will contain 27,300 square feet of laboratory/testing/mezzanine space, 2,280 square feet of office space, and two levels of live observation, video viewing, and conference facilities consisting of approximately 13,744-square-foot GFA. These state-of-the-art facilities will provide several venues for visitors to engage in the marketing and testing of building materials and systems. However, these separate venues will not be occupied concurrently. Rather, groups will utilize them one at a time, moving from conference room to focus group to viewing live demonstrations to viewing video presentations. The lab/testing space, offices and auditorium will be located on the first floor. The focus group conference rooms will be located on a portion of the first and second floors. A large part of the second floor of the building will be built out as a mezzanine.

“The NAHB Research Center conducted a utilization survey of its 104-space parking lot for two weekdays in spring 2005, which is attached. As indicated by these parking counts, the existing parking lot was used by up to 59 vehicles during the typical workday. This represents the maximum utilization of parking for the entire day, during the survey period. According to the NAHB Research Center, one factor in the underutilization of their parking lot is due to the fact that a large number of employees frequently travel in the course of performing their jobs.

“Another reason for granting the departure is the fact that the proposed laboratory/testing/market research building will not be used full time, but will be staffed by employees from the existing office building, on an as needed basis. Specifically, six employees from the existing office building will use the office and conference facilities in the lab/testing building approximately up to 33 percent of the time for the development of marketing programs for new test products. The lab will also be staffed by existing employees on an as-needed, part-time basis. Further, the large amount of lab/testing space and mezzanine space will be utilized by relatively few employees, which translates into even less parking demand per floor area for the lab/testing building

“The parking utilization rate for the existing Research Center is 56.7 percent (59 maximum spaces are utilized/104 spaces are required). Applying the 56.7 percent utilization rate to both the existing Research Center office building and the proposed

laboratory/testing/market research facility reduces the Zoning Ordinance requirement for these two uses from 229 to 130.

“The applicant is proposing to provide a total of 158 spaces (104 existing spaces + 54 spaces proposed) for both of these uses (the existing office building and the proposed laboratory/testing/ market research facility), which equals a 69.0 percent utilization rate (158/229) of the Zoning Ordinance requirement, higher than the historical parking utilization at the Research Center.”

2. The departure is the minimum necessary, given the specific circumstances of the request.

The staff recommends that the plans be changed to utilize Section 27-559, Compact Car Spaces, which allows for up to one-third of the required spaces to be compact car spaces. This will reduce the amount of the departure, by allowing additional spaces to be added to the parking compound.

3. The departure is necessary in order to alleviate circumstances, which are special to the subject use, given its nature at this location, or to alleviate circumstances, which are prevalent in older areas of the county, which were predominantly developed prior to November 29, 1949.

This departure is necessary to alleviate circumstances that are special to the subject use, as this project is a research center for NAHB, and many of the employees that currently work at this site will use the additional space proposed as the new building. Research for home building products can take up more space that may typically be used for other laboratory uses, because of the scale of the products being produced.

4. All methods for calculating the number of spaces required have either been used or found to be impractical.

This application has considered all possible means for calculating the number of required spaces.

5. Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

This project is not adjacent to residential properties.

(B) In making its findings, the Planning Board shall give consideration to the following:

1. The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within 500 feet of the subject property.

On-street parking is available on Prince George’s Boulevard, but is not anticipated to be needed since the current rate of parking space use on the current site is only 56.7 percent.

2. The recommendations of an area master plan, or county or local revitalization plan, regarding the subject property and its general vicinity.

The Community Planning Division has researched the master plan and has found that the master plan does not have any specific recommendations for the subject property.

3. The recommendations of a municipality (within which the property lies) regarding the departure.

Not applicable.

4. Public parking facilities which are proposed in the county's Capital Improvement Program within the general vicinity of the property.

None are proposed.

Based on the preceding evaluation of the required findings for the Departure from Parking and Loading Spaces, staff believe that approval of the application is amply justified.

Conformance of the proposed specific design plan with the findings for approval of a specific design plan (Section 27-528, Planning Board Action)

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

As stated in Finding 5, the proposed specific design plan conforms to the approved comprehensive design plan and the applicable standards of the *Landscape Manual*.

11. *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.*

Findings for adequate public facilities were made in conjunction with the original specific design plan and preliminary plans for the subject property. The Transportation Planning Section (see Finding 14 below) has confirmed that the proposal is consistent with the previous transportation adequacy findings. The Countywide Planning Section has recommended that all commercial structures be fully sprinklered in accordance with the National Fire Protection Association Standard 13 and all applicable Prince George's County laws. Condition 7 of CDP-9006 requires the same. This condition is being retained as a condition of this specific design plan approval. The section has also stated that the existing county police facilities will be adequate to serve the proposed Collington Center development.

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

The Department of Environmental Resources has stated that the subject property has an approved Stormwater Management Concept Plan 3034-2005-00.

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

The plan is in conformance with an approved Tree Conservation Plan (TCPII/67/96) for the entire Collington Center site. The subject specific design plan will not impact any of the tree save areas identified on those plans nor will the woodland clearing require a change to the overall

requirement. Conditions of approval have been added for minor revisions to the approved Tree Conservation Plan.

Referral Responses

14. The Subdivision Section has stated that the site is the subject of Final Plat NLP 124@28. Plat Note 3 requires approval of a soils report by the Department of Environmental Resources prior to building permits. The specific design plan is in conformance with the approved preliminary plan and the final record plat. There are no other subdivision issues at this time.
15. The Environmental Planning Section has stated that a review of the information available indicates that a stream and possible wetlands are found to occur on the subject property. There are no areas of 100-year floodplain on the property. No areas of severe slopes or steep slopes with highly erodible soils are found to occur on the subject property. The property is impacted by transportation-related noise from the adjacent Crain Highway (US 301) that is classified as a freeway. The soils found to occur according to the Prince George's County Soil Survey are Adelphia fine sandy loam and Westphalia fine sandy loam, which have no significant limitations with respect development of this property. Marlboro clays are found to occur on the property. The sewer and water service categories are S-3 and W-3, respectively. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication entitled "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. There are no scenic or historic roads in the vicinity of this parcel. This property is located in the Western Branch subwatershed of the Patuxent River. The property is located in the Developing Tier as reflected in the adopted Biennial Growth Policy Plan.

Environmental Review

- a. A forest stand delineation (FSD) was previously reviewed and approved for this property in accordance with the Prince George's County Woodland Conservation and Tree Preservation Technical Manual. No further information is required.
- b. This property is subject to the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because there is an approved Type II Tree Conservation Plan, TCPII/67/96, for Collington Center including this lot. The TCP was approved based on the assumption that all woodland on buildable lots would be cleared. This clearing was then factored into the replacement requirements to determine the overall site requirements that are being met on the open space parcels. Although the clearing of woodland on this lot will not change the site requirements, it is important to accurately reflect the proposed new woodland limits on the TCP. TCPII/67/96-03 has been revised to reflect the new clearing limits as reflected on this specific design plan for Lot 3, Block B.
- c. There is a stream and possibly wetlands found on this property along the northern property line. These features and the associated buffers will not be impacted by the proposed grading reflected on this specific design plan. No further information is required.
- d. Marlboro clays are found to occur along the northern property boundary at an approximate elevation of 125 feet. Based on the existing topography of the site and the fact that there are no areas of steep or severe slopes, the potential for slope failure due to

development activities need not be considered. In addition, the buildings and associated infrastructure will be constructed 20 to 25 feet above the top of the clay and the footings will not intercept the clay layer.

No further information is required at this time. However, the Department of Environmental Resources would typically require a geotechnical report or soil report for structures this size. As part of that report the exact elevation of the Marlboro clays should be determined to ensure that any subsurface work does not intercept the clays.

16. The Transportation Planning Section states that the development of this site must be in accordance with CDP-9006 and A-6965 as amended. There is an underlying preliminary plan, 4-85065. The only transportation-related condition on the preliminary plan involved rights-of-way, all of which have been dedicated.

New analyses were done as a part of CDP-9006/02. New Condition 6 caps the amount of development allowed within the central section of the Collington Center to 5.2 million square feet, after which a southern vehicular connection to Leeland Road (offering a vehicular alternative to the US 301/Trade Zone Avenue intersection) must be constructed. New Condition 7 requires that every specific design plan within the central section of the Collington Center must include a tabulation showing the gross square footage approved and the status (i.e., built, under construction, approved, pending). This tabulation is necessary to ensure clear enforcement of Condition 6. While staff is reasonably certain that the 5.2 million-square-foot cap has not been exceeded and that there is considerable square footage that can be approved before the cap becomes an issue, Condition 7 is nonetheless applicable. A table is shown on the plan. Although this table has not been thoroughly checked by transportation planning staff, it is apparent that the current development plus the approved development within the central section of the Collington Center is approximately 3.3 million square feet. Nonetheless, it should be noted that the sum of the approved gross floor area (GFA) and the built GFA is the important number and should be included on future versions of this table.

It is noted that the general notes on the plan indicate that the proposed building will be 43,524 square feet. This use would generate 38 AM and 38 PM peak-hour trips. This 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.

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 that are existing, programmed, or will be provided as a part of the development if the development is approved.

17. In the review of SDP-8509/01, the Growth Policy and Public Facilities Planning Section (Williams to Srinivas, April 25, 2002) has recommended that all commercial structures be fully sprinklered in accordance with the National Fire Protection Association Standard 13 and all

applicable Prince George's County laws. Condition 7 of SDP-9006 requires the same. This condition is being retained as a condition of this specific design plan approval. The section has also stated that the existing county police facilities will be adequate to serve the proposed Collington Center development.

The memorandum from the Growth Policy and Public Facilities Planning Section states as follows:

The Growth Policy and Public Facilities Planning Section has reviewed the specific design plans for adequacy of public facilities and concluded the following.

Fire Service

The existing fire engine service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive has a service response time of 3.82 minutes to the conference center and 3.80 minutes to the testing facility, which is beyond the 3.25-minute response time guideline.

The existing ambulance service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive has a service response time of 3.82 minutes to the conference center and 3.80 minutes to the testing facility, which is within the 4.25-minute response time guideline.

The existing paramedic service at Bowie Fire Station, Company 43, located at 16400 Pointer Ridge Drive has a service response time of 3.82 minutes to the conference center and 3.80 minutes to the testing facility, which is within the 7.25-minute response time guideline.

The existing ladder truck service at Bowie Fire Station, Company 39, located at 15454 Annapolis Road has a service response time of 13.61 minutes to the conference center and 13.59 minutes to the testing facility, which is beyond the 4.25-minute response time guideline.

These findings are in conformance with the *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 service 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 George's County laws.

Police Service

The proposed development is within the service area of the District II- Bowie. The staff of the Growth Policy and Public Facilities Section have concluded that existing police facilities will be adequate to serve the conference center and testing facility.

The revision to SDP-8509/02 for the addition of the proposed building does not alter the findings in the original referral for SDP-8509/01 nor are additional findings necessary.

18. The Permit Review Section has reviewed the plans and found a number of changes that were necessary in order to meet the Zoning Ordinance requirements. The applicant has revised the plan in order to address those concerns.

The Collington Center Architectural Review Committee

19. The Collington Center Architectural Review Committee (Turley to Woodburn, March 29, 2005) has stated that the committee reviewed the proposal on February 9, 2005, with a condition to screen the loading dock, which is shown on the plans. The committee (Turley to Caison, September 7, 2005) also reviewed the proposed signage for the property and approved them as well.

RECOMMENDATION

The Urban Design Review staff recommends that the Planning Board adopt the findings of this report and approve specific design plan SDP-8509/02, Departure and Loading Standards DPLS-302, and TCPII/67/96-03 with the following conditions:

1. Prior to certification of the specific design plan, the site/grading/landscape plans shall be revised to provide the details and specifications for the materials of the proposed signage.
2. Prior to certification of the departure from parking and loading standards, the plan shall be revised to include compact parking spaces within the proposed asphalt area shown on the plans, in accordance with Section 27-559.