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## Preliminary Plan 4-04155

Application	General Data
<b>Project Name:</b> <b>ALLENTOWN-MAXWELL VENTURE</b>  <b>Location:</b> Located on Allentown Road, in the intersection quadrant of its intersection with Maxwell Drive.  <b>Applicant/Address:</b> Church of the Great Commission 6809 District Heights Parkway District Heights, MD. 20747-1649	Date Accepted: 09/13/04
	Planning Board Action Limit: 02/14/04
	Plan Acreage: 10.59
	Zone: C-S-C
	Lots: 0
	Parcels: 2
	Planning Area: 76B
	Tier: Developed
	Council District: 09
	Municipality: N/A
200-Scale Base Map: 207SE06	

Purpose of Application	Notice Dates
COMMERCIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-58-2003) 07/30/04
	Sign(s) Posted on Site and Notice of Hearing Mailed: 11/02/04

Staff Recommendation		Staff Reviewer: Whitney Chellis	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-04155  
Allentown Maxwell Parcels A-1 and A-2

OVERVIEW

The subject property is located on Tax Map 98, Grid C-2 and is known as Parcel A. Parcel A is the subject of record plat WWW 76@1. The property is approximately 10.59 acres and zoned C-S-C. The property is currently developed with two structures. The applicant is proposing to subdivide existing Parcel A into two parcels (Parcel A-1 and A-2). Parcel A-1 includes an existing private school, day care center, and church containing 2,588 seats and is approximately 9.8 acres. Parcel A-2 contains an existing retail building of approximately 4,815 square feet and is approximately .70 acres.

Existing Parcel A is subject to conditions of A-8279-C that rezoned the property in 1970 to C-2 zoning. The property was subsequently rezoned to C-S-C via the 1984 Subregion VII Sectional Map Amendment (SMA). Conditions of A-8279-C, which were carried forward with the SMA, require additional landscaping on-site and are implemented through the development and permit process. The site is also subject to Detailed Site Plan DSP-92028 approved in 1992 for a private school and day-care center, which operates in conjunction with the church, on proposed Parcel A-1. Finally, the site is subject to Special Exception SE-2473 approved in 1970 for the operation of an automobile repair station within the building located on proposed Parcel A-2. The application is not proposing any change of use or operation for existing development on the property. The property is currently denied direct access onto Allentown Drive due to safety concerns. A cross access and parking easement is proposed to maintain existing on-site circulation and access, pursuant to Section 24-128(b)(9) of the Subdivision Regulations. The development and use of this property is subject to these previous approvals and any subsequent revision and this should be noted on the preliminary plan.

SETTING

The property is located in the northwest quadrant of the intersection of Allentown Road (MD 337) and Maxwell Drive in the Camp Springs Community. The Andrews Manor Apartments is located west across Morris Drive from the property and zoned R-18. The Andrews Manor Shopping Center is located to the south across Maxwell Drive from the property and zoned C-S-C. The properties abutting to the north are zoned R-18 and C-S-C, both developed. The R-18 portion of the property is developed with a section of the Andrews Manor Apartments and the portion zoned C-S-C is developed with a shopping center.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	C-S-C	C-S-C
Use(s)	Parcel A-1 (Church/day care) Parcel A-2 (Tire Center)	Parcel A-1 (Church/day care) Parcel A-2 (Tire Center)
Acreage	10.59	10.59
Parcels	1	2

2. **Environmental**—The Environmental Planning Section previously reviewed the subject property with Detailed Site Plan DSP-92028, for the day care center located on proposed Parcel A-1, accessory to the church use.

There are no woodlands, streams, wetlands or 100-year floodplain on the site. No areas of steep slopes with highly erodible soils or areas of severe slopes have been found to occur on the 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. There are no designated scenic or historic roads in the vicinity of the property. This property is located in the Potomac River watershed. The site is in the Developed Tier according to the approved *General Plan*. The property is located to the west of Andrews Air Force Base and will not be adversely affected by aircraft over-flight noise.

The property is not subject to the Woodland Conservation Ordinance because it has less than 10,000 square feet of woodland and there is no previously approved Tree Conservation Plan. A letter of exemption will be required prior to the issuance of any permit.

Allentown Road is an adjacent source of traffic-generated noise. Because the zoning and use of the property is commercial and not residential, the projected traffic-generated noise impact is lower than that set by Maryland standards.

According to the *Prince George’s County Soil Survey* the principal soils on the site are in the Beltsville, Leonardtown and Sassafra series. The most significant limitations associated with these soils include high water tables and impeded drainage that would have the greatest impact on sites requiring septic systems; however, public water and sewer currently serve the property. This information is provided for the applicant’s benefit. No further action is needed as it relates to this Preliminary Plan of Subdivision review. The Prince George’s County Department of Environmental Resources may require a soils report during the permit process review.

### **Water and Sewer Categories**

The water and sewer service categories are W-3 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003 and will therefore be served by public systems.

3. **Community Planning**—The subject property is located within the limits of the 1981 master plan for Subregion VII, Planning Area 76B in the Camp Springs community. The master plan recommended land use is for retail/commercial. The 2002 General Plan locates this property in the Developed Tier. One of the visions for the Developed Tier is to provide mixed-use neighborhoods. The proposed preliminary plan is consistent with the master plan and the 2002 General Plan. There are no master plan issues associated with this application.

4. **Parks and Recreation**—In accordance with Section 24-134 of the Subdivision Regulations, the proposed subdivision is exempt from the requirements of the mandatory dedication of parkland because the property is currently developed with nonresidential uses.
5. **Trails**— Both the 1981 Adopted And Approved Subregion VII Master Plan and the 1985 Equestrian Addendum to the Adopted And Approved Countywide Trails Plan recommend that Allentown Road (MD 337) be designated as a master plan trail/bikeway corridor. Currently, there are existing sidewalks along the subject site’s entire frontage of Allentown Road and Maxwell Drive. As the subject application is a resubdivision of an already developed parcel and no new development is proposed, no additional improvements are required. However, staff recommends the provision of one “Share the Road with a Bike” sign along MD 337 to alert motorists to the possibility of on-road bicycle traffic.

**SIDEWALK CONNECTIVITY:**

Sidewalks exist along the subject site’s entire frontage of Allentown Road and Maxwell Drive.

6. **Transportation**—The property is located on Allentown Road, at its intersection with Maxwell Drive. The applicant proposes subdividing an existing parcel into two lots (Parcel A-1 and A-2). Parcel A-1 includes an existing private school, day care center, and church containing 2,588 seats. Parcel A-2 contains an existing retail building of approximately 4,815 square feet.

A traffic study or count was not required since this was a resubdivision with no new trips proposed or changes in existing land uses in Parcel A-1 and A-2. The original memo distributed to the applicant at the Subdivision Review Committee on October 8, 2004, has been updated according to this information.

Previously approved uses, which are described in DSP-92028/01, include a church, private school, day care center, and retail tire store. Based on these uses the following trip caps should apply to the current proposal to subdivide the property. The trip cap for Parcel A-1 is established at 187 AM and 155 PM peak-hour trips. The trip cap for Parcel A-2 is established at 17 AM and 16 PM peak-hour trips. Any additional trips greater than these amounts for Parcel A-1 and A-2 will require a new preliminary plan of subdivision. These rates are based on the *Guidelines for the Analysis of the Traffic Impact of Development Proposals* and were derived from trip rates in the Institute of Transportation Engineer’s (ITE) Trip Generation Manual. Trip rates for the church were not included since it will be operating outside the AM and PM peak-hour periods as defined by ITE.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George’s County Code if the application is approved with conditions.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded that subdivision is exempt from APF test for schools because it is a commercial use.
8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of public fire and rescue facilities and concluded the following:

- a. The existing fire engine service at Morningside Fire Station, Company 27, located at 6200 Suitland Road has a service travel time of 3.45 minutes, which is beyond the 3.25-minute travel time guideline.
- b. The existing ambulance service at Forestville Fire Station, Company 23, located at 8311 Old Marlboro Pike has a service travel time of 4.51 minutes, which is beyond the 4.25-minute travel time guideline. However, the Morningside Fire Station, Company 27, is located at 6200 Suitland Road, which is 3.45-minutes from the development. This facility would be within the recommended travel time for ambulance service if an operational decision to locate this service at that facility were made by the county.
- c. The existing paramedic service at Clinton Fire Station, Company 25 located at 9025 Woodyard Road has a service travel time of 6.11 minutes, which is within the 7.25-minute travel time guideline.
- d. The existing ladder truck service at Clinton Fire Station, Company 25, located at 9025 Woodyard Road has a service travel time of 6.11 minutes, which is beyond the 4.25-minute travel time guideline

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system should be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/ EMS Department determines that an alternative method of fire suppression is appropriate.

The above findings are in conformance with the standards and guidelines contained in the *Approved Public Safety Master Plan (1990)* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

9. **Police Facilities**—The proposed development is within the service area for Police District IV-Oxon Hill. 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 square feet of station space. Based on available space, there is capacity for an additional 57 sworn personnel. This police facility will adequately serve the population generated by the proposed subdivision.
10. **Health Department**—The Health Department has no comment.
11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 29110-2004-00 has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.
13. **Cemeteries**—There are no known cemeteries on or adjoining the subject property, and the applicant is not proposing any new development. However, the applicant should be aware that if burials are found, any development activity must cease in accordance with state law.

## RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as

follows:

- a. Provide the height and square footage of all existing structures.
  - b. Provide a general note that development of this site is subject to Special Exception SE-2473, Detailed Site Plan DSP-92082 and A-8279-C.
  - c. Provide a note that the use of Parcels A-1 and A-2 will be subject to a cross access and parking easement.
2. Development of this site shall conform to the approved Stormwater Management Concept Plan 29110-2004-00 and any subsequent revision.
  3. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/ EMS Department determines that an alternative method of fire suppression is appropriate.
  4. The Adopted and Approved Subregion VII Master Plan and the 1985 Equestrian Addendum to the Adopted and Approved Countywide Trails Plan recommends that Allentown Road (MD 337) be designated as a Class III bikeway with appropriate signage. Because Allentown Road is a state right-of-way, the applicant, and the applicant's heirs, successors, and/or assignees shall provide the installation of one "Share the Road with a Bike" sign in accordance with state requirements. The developer would purchase the signs from the state and install them in accordance with the state's Manual on Uniform Traffic Control Devices dealing with the section on bicycle facilities. A note shall be placed on the final record plat that installation will take place prior to the issuance of the first building permit.
  5. The final plat shall indicate that direct access to MD 337 is denied, and shall indicate that Parcels A-1 and A-2 are subject to a cross access and parking easement, in accordance with Section 24-128(b)(9).
  6. Total development within Parcel A-1 shall be limited to a church of 2,588 seats, a day care center of 94 students, and a private school of 123 students, or equivalent development which generates no more than 187 AM and 155 PM peak-hour trips. Total development within Parcel A-2 shall be limited to 4,815 square feet of retail space, or equivalent development that generates no more than 17 AM and 16 PM peak-hour trips. Any development with an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

STAFF RECOMMENDS APPROVAL.