

Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530

Note: Staff reports can be accessed at www.mnccppc.org/pgco/planning/plan.htm

PRELIMINARY PLAN

4-02034

Application	General Data
Project Name: WASHINGTON INDUSTRIAL PARK	Date Accepted 04/24/02
	Planning Board Action Limit 07/02/02
Location: Northwest side of Martin Luther King, Jr., Highway at its intersection with US 50	Tax Map & Grid 052/E-01
	Plan Acreage 3.56
	Zone I-2
Applicant/Address: O'Mally, Miles, Nylen & Gilmore 11785 Beltsville Drive, 10 th Floor Beltsville, MD 20705	Lots 2
	Parcels 0
	Planning Area 70
	Council District 05
	Municipality N/A
	200-Scale Base Map 206NE09

Purpose of Application	Notice Dates
INDUSTRIAL SUBDIVISION	Adjoining Property Owners (CB-15-1998) N/A
	Previous Parties of Record (CB-13-1994) N/A
	Sign(s) Posted on Site 6/5/02
	Variance(s): Adjoining Property Owners N/A
Staff Recommendation	
Staff Reviewer: Whitney Chellis	
APPROVAL	APPROVAL WITH CONDITIONS
DISAPPROVAL	DISCUSSION

Comment [COMMENT1]: WHEN INSERTING INFORMATION AT THE @ SIGN REMEMBER TO USE INDENT FOR SECOND LINE - NOT TAB. ALSO, IT WILL LOOK LIKE THE TEXT IS GOING WACKO, BUT DON'T WORRY - IT IS FINE.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Subdivision Plan 4-02034
Washington Business Park Lots 46 and 4, Block A

OVERVIEW

The proposed subdivision consists of approximately 3.56 acres of land in the I-2 Zone. The subject property is known as Lot 1-A, Block A, in the Cabot and Forbes Washington Industrial Park. The property is found on Tax Map 52 in Grid E-1. The applicant is proposing to resubdivide Lot 1-A into two lots. The property is currently developed with two one-story office buildings. The sole purpose of this resubdivision is to create a lot for each existing building to allow for fee simple ownership. No new development is proposed beyond that which currently exists on the site.

The property has frontage on Martin Luther King, Jr., Highway. However, access is provided via a 25-foot-wide private ingress and egress easement which serves the subject site, Lot 2-B, Block A and Lot 2-C, Block A abutting to the east and north east, respectively. The existing easement, Liber 4538 Folio 534, extends along the entire east property line but for five feet at the northeast corner of the site. The 25-foot-wide easement equally straddles the property line with Lot 2-B and Lot 2-C, Block A. There is no direct access from this site onto Martin Luther King, Jr., Drive. No change is proposed by the applicant to the existing site access arrangement.

SETTING

The subject property is located on the north west side of Martin Luther King, Jr., Highway approximately 400 feet northeast of its intersection with Volkswagen Drive in Lanham. The property is within the Cabot and Forbes Washington Industrial Park. To the southwest is vacant I-1 zoned land, to the north and northeast is developed I-2 zoned land, which is part of the Washington Industrial Park. Across Martin Luther King, Jr., Highway is developed I-1 zoned land, which is part of the Eastpoint Metro Business Center. The westbound off-ramp from the John Hanson Highway is approximately 50 feet southwest, across Martin Luther King, Jr., Highway from the subject site.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Environmental This site is not subject to the provisions of the Woodland Conservation Ordinance because it contains less than 10,000 square feet of woodlands and is not subject to a previously approved Tree Conservation Plan.

This property has not been previously reviewed by the Environmental Planning Section. This 3.5-acre site is fully developed and does not contain any woodlands. The preliminary plan proposes to subdivide this property into two lots. No new development is shown on the preliminary plan.

A review of the information available indicates that no streams, wetlands, steep or severe slopes occur on this property. The site is located in the Bald Hill watershed, which is a tributary to the Patuxent River. This property does contain 100-year floodplain. The site is located in the Patuxent River basin and contains a Patuxent River Primary Management Area (PMA).

Section 24-130 of the Subdivision Regulations protects areas of PMA, notwithstanding that the applicant is not proposing any additional development on the site beyond that which currently exists. The PMA should be placed in a conservation easement to protect that area from future development.

The PMA, which includes only the 100-year floodplain on this site, should be delineated on the preliminary plan for informational purposes and placed in a conservation easement.

The soils found to occur on this property do not pose any problems for the proposed use of this property. There is no Marlboro clay on this site. There are no rare, threatened, or endangered species located in the vicinity of this property based on information provided by the Maryland Department of Natural Resources - Natural Heritage Program. No historic or scenic roads are affected by this proposal.

2. Community Planning●The subject property is located within the limits of the *Glenn Dale-Seabrook-Lanham and Vicinity Master Plan*. The proposed resubdivision is consistent with the master plan recommendations.
3. Parks and Recreation●Pursuant to Section 24-134 of the Subdivision Regulations, the site is exempt from the mandatory dedication of parkland requirement because the application is not for a residential subdivision.
4. Trails●There are no master plan trail issues associated with this application.
5. Transportation●The application is a proposal to subdivide an existing lot containing two office buildings into two lots. The existing lot is fully developed, and no additional development is planned for either lot to be created. Existing dedication of 75 feet from center line along MD 704 is acceptable as shown, and no further dedication is required by this plan.

The subdivision would generate no net trips as a result of the resubdivision. There would be no resulting impact on traffic operations at the MD 704/US 50 eastbound ramps intersection, which is the development's critical intersection, as a result of the resubdivision.

The Transportation Planning Section concludes that adequate access roads will exist as required by Section 24-124 of the Prince George's County Code if the application is approved.

6. Schools●The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001) and concluded that the subdivision is exempt from the APF test for schools because it is an industrial use.

7. Fire and Rescue●The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of fire and rescue facilities and concluded the following.
- a. The existing fire engine service at Kentland Fire Station, Company 33, located at 7701 Landover Road has a service response time of 4.12 minutes, which is beyond the 3.25-minute response time guideline.
 - b. The existing ambulance service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard has a service response time of 4.91 minutes, which is beyond the 4.25-minute response time guideline.
 - c. The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard has a service response time of 4.91 minutes, which is within the 7.25-minute response time guideline.
 - d. The existing ladder truck service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard has a service response time of 4.91 minutes, which is beyond the 4.25-minute response time guideline.
 - e. The existing ambulance service located at Glenn Dale Station, Company 18, is beyond the recommended response time guideline.
The nearest fire station, Kentland Company 33, is located at 7701 Landover Road, which is 4.12 minutes from the development. This facility would be within the recommended response time for 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 service discussed, the fire department recommends that a fire suppression system be installed in all commercial structures in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.

8. Police Facilities●The proposed development is within the service area for Police District II-Bowie police station. In accordance with Section 24-122.01(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed Washington Business Park development. This police facility will adequately serve the population generated by the proposed subdivision.
9. Health Department●There are no Health Department issues associated with this application.
10. Stormwater Management●The Department of Environmental Resources (DER), Development Services Division, has determined that a Stormwater Management Concept

Plan is not required because the applicant is proposing no new development or alteration to existing site conditions.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. All new commercial structures and additions shall be fully sprinklered in accordance with National Fire Protection Association Standard 13D and all applicable Prince George's County laws.
2. Prior to signature approval of the preliminary plan, the 100-year floodplain and PMA shall be shown on the preliminary plan.
3. At time of final plat a conservation easement shall be described by bearings and distances to protect the Patuxent River Primary Management Area. The following note shall be placed on the record plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.●