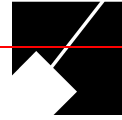


Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



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.

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

PRELIMINARY PLAN

4-02051

Application	General Data
Project Name: SUNOCO, ROUTE ONE	Date Accepted 06/17/02
	Planning Board Action Limit 09/25/02
Location: East side of Baltimore Avenue, approximately 500 feet north of Calvert Road.	Tax Map & Grid 033/C-04
	Plan Acreage 0.39
	Zone M-U-I
Applicant/Address: Terripin Main Street, LLC 4901 Fairmont Avenue, #200 Bethesda, MD 20814	Lots 0
	Parcel 1
	Planning Area 66
	Council District 03
	Municipality N/A
	200-Scale Base Map 210NE04

Purpose of Application	Notice Dates
COMMERCIAL SUBDIVISION	Adjoining Property Owners (CB-15-1998) N/A
	Previous Parties of Record (CB-13-1994) N/A
	Sign(s) Posted on Site 09/04/02
	Variance(s): Adjoining Property Owners N/A
Staff Recommendation	Staff Reviewer: Del Balzo
APPROVAL	APPROVAL WITH CONDITIONS
	X
DISAPPROVAL	DISCUSSION

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-02051
Route 1 Sunoco Property, Lot 1

OVERVIEW

The subject property consists of approximately 0.39 acre of land in the M-U-I Zone. It is the site of a Sunoco gas station that closed in 1998. The applicant proposes a resubdivision of Lots 5–8, Block 27, Johnson & Curriden's Subdivision of College Park, recorded in 1890 as Record Plat A @ 50. One building lot for development with mixed commercial uses in accordance with the M-U-I Zone standards is proposed. A detailed site plan will be required.

SETTING

The property is located on the east side of Baltimore Avenue (US 1) north of its intersection with Hartwick Road. It is just southeast of the University of Maryland. To the north are commercial uses in the M-U-I Zone. To the east are residential units in the R-55 and R-18 Zones. To the south, across Hartwick Avenue, is the University of Maryland Book Exchange in the M-U-I Zone. To the west, across US 1, is a commercial shopping center in the M-U-I Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Development Data Summary—

	EXISTING	PROPOSED
Zone(s)	M-U-I	M-U-I
Use(s)	Former Gas Station	Mixed Use Commercial
Acreage	0.39 acres	0.39 acres
Lots	4	0
Parcels	0	1
Square footage (GFA)	N/A	13,100

2. Environmental Issues—A review of the information available indicates that Marlboro clay, steep and severe slopes, 100-year floodplain, wetlands, or streams are not found to occur on this property. The site is located in the Paint Branch watershed, which is a tributary to the Anacostia River. The soils found to occur on this property, according to the Prince George's County Soil Survey, include the Elsinboro series. This series does not pose any problems for development. 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. US 1 is a noise generator; however, the noise levels are low enough to not adversely impact the commercial use proposed. The proposed use is not anticipated to be a noise generator.

This site is exempt from the provisions of the Woodland Conservation Ordinance because it is less than 40,000 square feet in size and does not have a previously approved Tree Conservation Plan. A Tree Conservation Plan and Forest Stand Delineation are not required, however a Letter of Exemption from the Woodland Conservation must be submitted at the time of permit issuance. The preliminary plan indicates that a Letter of Exemption from the Woodland Conservation was issued on July 11, 2001.

This site is within the Development District Overlay Zone for the College Park US 1 Corridor and is subject to site design requirements for tree cover and stormwater management. Design standard C in *S6 Trees, Plantings and Open Space* requires that afforestation be provided for a minimum of 10 percent of the gross site area. This coverage is measured by the amount of cover provided by a tree species in ten years. Street trees planted along abutting rights-of-way may be counted toward meeting this standard. Development of this property will require a Detailed Site Plan because it is within a Development District Overlay Zone. As part of the Detailed Site Plan submission, the site plan must indicate how this requirement will be met. At the time of Detailed Site Plan, the plan will need to address Design Standard S6 (C) from the College Park/ US 1 Sector Plan regarding afforestation.

The preliminary plan indicates that stormwater management for this site will use existing and proposed facilities. Design standards A and B in *S7 Stormwater Management* require that low-impact development (LID) be used on all sites as either the primary or secondary method of collecting and/or treating stormwater. This section also stipulates that existing stormwater management facilities that will be used to meet stormwater management requirements must be retrofitted to the maximum extent possible to incorporate LID techniques. As part of the Detailed Site Plan submission, the site plan must indicate how this requirement will be met. At the time of Detailed Site Plan, the plan will need to address Design Standard S7 from the College Park/ US 1 Sector Plan regarding stormwater management.

The property is in water and sewer categories W-3 and S-3 and will be served by public systems. Note 4 on the preliminary plan indicates that the property is in W-1 and S-1. As there are no such categories, the preliminary plan must be revised to show the correct water and sewer categories.

3. Community Planning—The 2002 General Plan places this property in the Developed Tier and within the Baltimore Avenue Corridor. The 2002 *College Park US 1 Corridor Sector Plan* recommends mixed-use retail, office, multifamily, uses of the property. The sector plan established level of service "E" as the acceptable standard for adequate transportation facilities in this sector plan area. The *College Park US 1 Corridor Sector Plan Sectional Map Amendment*, approved April 30, 2002, placed the property in the M-U-I Zone under a Development District Overlay Zone.

This proposed subdivision is in conformance with the *Approved College Park US 1 Corridor Sector Plan*, which recommends mixed-use redevelopment for this property. The plan of subdivision incorrectly notes that the property is in the C-S-C Zone with the M-U-I Zone overlay. The property is zoned M-U-I (Mixed-Use-Infill) and is subject to the Development District Overlay (DDO) Zone standards for the College Park US 1 Corridor Sector Plan.

4. **Parks and Recreation**—The proposal is exempt from the requirement of Section 24-134 of the Subdivision Regulations for mandatory park dedication because it is in a commercial zone and no dwelling units are proposed.
5. **Trails**—The *Adopted and Approved College Park/US 1 Corridor Sector Plan* recommends a master plan trail/bicycle facility along the entire length of US 1. The exact type of facility is currently under study by the State Highway Administration (SHA) and will likely involve continuous sidewalks and designated bicycle facilities. The existing 10-foot-wide sidewalk along the subject property's frontage of US 1 accommodates pedestrians. Any additional improvements will be implemented by SHA on a corridor-wide basis.
6. **Transportation**—The subject property contains an existing gas station, and by approval of SE-46, the site can, by right, generate the amount of traffic generated by a gas station containing eight fueling positions. Given this right and the number of trips that would be generated by the proposed retail use, the transportation staff determined that the net of 41 trips during the PM peak hour would not warrant a request for a traffic study. As recent count data were available, there was no request for other traffic-related data either. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

Growth Policy—Service Level Standards

The subject property is located within the developed tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized intersections: The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff would note that the site is within the area of the *College Park US 1 Corridor Sector Plan* and, therefore, is potentially subject to a revised adequacy test. This test can consider all intersections along the affected segment of US 1, and can consider a peak period average level of service rather than a peak hour level of service.

Staff Analysis of Traffic Impacts

There is no particular advantage to utilizing the peak period level of service suggested by the governing sector plan, nor is there an advantage to averaging levels of service among intersections in along this segment of US 1. Therefore, staff will base the traffic findings at the nearest signalized intersection at US 1 and Knox Road using conventional peak hour analysis techniques.

The transportation staff had available counts taken in November 2000. These counts indicate that the critical intersection operates at Level-of-Service (LOS) A, with a critical lane volume (CLV) of 796, during the AM peak hour. During the PM peak hour, the intersection operates at LOS A with a CLV of 987.

Staff could identify no approved but unbuilt developments in the vicinity of the subject site. Staff did consider a rate of traffic growth of 3.3 percent per year applied over three years. This is a very conservative estimate of growth given the fairly flat growth of average daily traffic along this section of US 1 during the past few years. With growth added, the critical intersection would operate as follows: AM peak hour – LOS A, with a CLV of 846; PM peak hour – LOS B, with a CLV of 1,049.

With the development of 13,100 square feet of retail space, the site would generate 48 AM and 157 PM peak hour vehicle trips. While the subject property can generate some trips by right because of its right to develop as a gas station, in reality the total trip generation – and not the net trip generation – must be considered since the gas station has been closed since 1998. The site was analyzed with the following trip distribution: 70 percent – north along US 1, 30 percent – south along US 1. Given this trip generation, and with the assumption that 60 percent of trips are really pass-by trips, staff has analyzed the impact of the proposal. With the site added, the critical intersection would operate as follows: AM peak hour – LOS A, with a CLV of 851; PM peak hour – LOS B, with a CLV of 1,118.

Given these analyses, staff finds that the nearest critical intersection would operate acceptably.

Plan Comments

US 1 is a major collector with a maximum prescribed right-of-way of 110 feet, or 55 feet from centerline, in accordance with the *College Park US 1 Corridor Sector Plan*. The existing right-of-way is 40 feet from centerline. However, the sector plan recognizes that the State Highway Administration (SHA) is studying proposed improvements to this portion of US 1. As the typical section in this area has general agreement between SHA and the city, in this matter the planning staff defers to SHA to make a final determination of the required right-of-way dedication along US 1.

The table in Section 27-462, which defines setbacks for commercial zones, indicates that the standard right-of-way in front of a commercially zoned property is 70 feet, or 35 feet from centerline. Existing dedication along Hartwick Road of 30 feet from centerline leaves this property five feet short of the commercial standard. The zoning regulations exist primarily for determining required buffers, but the transportation staff can require additional right-of-way if deemed necessary by the operating agency. If the City of College Park does not determine a need for additional right-of-way, the existing dedication of 30 feet from centerline along Hartwick Road will be deemed acceptable. Otherwise, 35 feet from centerline will be needed.

Based on these findings, 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. Staff is recommending no conditions at this time.

7. Schools—The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001 and CR-38-2002). The proposed subdivision is exempt from the APF test for schools because it is in a commercial zone and no dwellings are proposed.
8. Fire and Rescue—The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public fire and rescue facilities.
 - a. The existing fire engine service at College Park Fire Station, Company 12, located at 8115 Baltimore Avenue has a service response time of 0.99 minutes, which is within the 3.25-minute response time guideline.
 - b. The existing ambulance service at College Park Fire Station, Company 12, has a service response time of 0.99 minutes, which is within the 4.25-minute response time guideline.
 - c. The existing paramedic service at College Park Fire Station, Company 12, has a service response time of 0.99 minutes, which is within the 7.25-minute response time guideline.
 - d. The existing ladder truck service at Riverdale Fire Station, Company 7, located at 4714 Queensbury Road, has a service response time of 2.46 minutes, which is within the 4.25-minute response time guideline.

These 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*. The proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance, ladder truck, and paramedic services.

9. Police Facilities—The proposed development is within the service area for District I—Hyattsville. In accordance with Section 24-122.1(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed US 1 Sunoco development.
10. Health Department—The following information is offered for the applicant's information. The Health Department notes that the property contains an abandoned petroleum hydrocarbon monitoring and recovery well, which is a leftover from the previous use as a gas station. This well is currently undergoing corrective action to remove the petroleum contamination. As grading occurs, the residual petroleum may be disturbed. Any impacted soils will need to be cleaned and handled in a manner consistent with state and local health regulations. Raze permits are required prior to demolition of any structure. Any hazardous materials must be removed and properly discarded.
11. Stormwater Management—The Department of Environmental Resources (DER), Development Services Division, is reviewing a stormwater management concept plan. The plan has not yet been approved. To ensure that development of this site does not result in on-site or downstream flooding, this concept plan must be approved prior to signature approval of the preliminary plan. Development must be in accordance with this approved plan.

12. Public Utility Easement—The preliminary plan does not show the required ten-foot-wide public utility easement. Prior to signature approval, this easement must be added to the plan.
13. Cemeteries—The applicant's engineer has certified that there are no cemeteries on the subject property.
14. City of College Park—Staff understands that the City of College Park city council will not make a final recommendation on this proposal until Tuesday, September 17, 2002. Because that is after this staff report must be released, the city's recommendation cannot be included in this report. The city may present its recommendation at the September 19, 2002, Planning Board hearing.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval, the preliminary plan shall be revised
 - a. To show the correct zoning of the property as M-U-I, not C-S-C.
 - b. To show the correct water and sewer categories
 - c. To include the stormwater management concept plan approval number and date.
 - d. To graphically depict the required ten-foot-wide public utility easement along all public rights-of-way.
2. At the time of Detailed Site Plan, the plan shall address Design Standard S6 (C) from the College Park/ US 1 Sector Plan regarding afforestation.
3. At the time of Detailed Site Plan, the plan shall address Design Standard S7 from the College Park/ US 1 Sector Plan regarding stormwater management.
4. Prior to signature approval, the stormwater concept plan shall be approved and a copy of the approval letter shall be submitted for the file.
5. At the time of Detailed Site Plan, the determination of the ultimate rights-of-way for Hartwick Road and US 1 shall be finalized.