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Preliminary Plan 4-02103

Application	General Data
Project Name: DUVALL VILLAGE SHOPPING CENTER Location: Southeast intersection of Annapolis Road and Glenn Dale Road. Applicant/Address: Manekin Duvall, L.L.L.P. 7165 Columbia Gateway Drive Columbia, MD 21046	Date Accepted: 11/14/02
	Planning Board Action Limit: 02/06/03
	Plan Acreage: 14.64
	Zone: C-G
	Parcels: 2
	Election District: 13
	Planning Area: 70
	Council District: 05
	Tax Map: 045/C-04
	200-Scale Base Map: 207NE10

Purpose of Application	Notice Dates
COMMERCIAL SUBDIVISION	Adjoining Property Owners: (CB-15-1998) N/A
	Previous Parties of Record: (CB-13-1997) N/A
	Sign(s) Posted on Site: 01/22/03
	Variance(s): Adjoining Property Owners: N/A

Staff Recommendation		Staff Reviewer: Alan Hirsch	
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 4-02103
Duvall Village Shopping Center, Parcels B and C

OVERVIEW

The subject site consists of 14.64 acres of land in the C-G (general commercial) Zone. The site is found on Tax Map 45, Grid C-4, and is referenced as Parcel 'A,' recorded by Plat VJ 180 @ 98, found on Tax Map 45, Grid C-4. The applicant proposes to subdivide the property into two parcels to accommodate existing (82,657 square feet) and future (31,482 square feet) commercial development that will total 114,139 square feet. The site has been previously approved for up to 117,000 square feet of commercial development. Vehicular access to the two parcels will continue to be from the two full-movement driveways along Glenn Dale Road and the one right in/right out driveway along Annapolis Road. While Parcel B will have frontage on Annapolis Road, it will not have direct vehicular access. The Subdivision Regulations provide for access via a private easement (over Parcel C), where direct vehicular access to a lot fronting on a public street should be denied because of a potentially hazardous or dangerous traffic situation. While the subject property has frontage on a stub street (Muddy Creek Road) from the adjacent residential subdivision, no access from this street is proposed. A condition of the rezoning of the property (A-9233) requires Detailed Site Plan (DSP) approval. All existing development has been subject to a DSP and all future development will be subject to a DSP.

SETTING

The subject property is located on the southeast corner of the intersection of Annapolis Road (MD 450) and Glenn Dale Road (MD 953). To the west, across Glenn Dale Road is the developing cluster subdivision in the R-R Zone platted as Lakeview. To the north, across Annapolis Road is the old Glenn Dale Hospital site. To the east and south is the Glensford multifamily development in the R-U Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	C-G	C-G
Use(s)	Commercial	Commercial
Acreage	14.6413	14.6413
Parcels	1	2
Square Footage	82,657	31,482 (additional) 114,139 total

2. **Environmental**—The Environmental Planning Section reviewed the subject Preliminary Plan of Subdivision, stamped as accepted for processing by the Countywide Planning Division on November 22, 2002, and TCPI/12/03 stamped as revised January 24, 2003. The Environmental Planning Section has reviewed this site in conjunction with a Type II Tree Conservation Plan (II/113/94) and a Detailed Site Plan (SP-89063), which were both approved.

A review of the available information indicates that 100-year floodplain, wetlands, streams, or steep and severe slopes are not found to occur on the property. The predominant soils found to occur according to the Prince George's County Soil Survey include soils in the Adelphia, Collington and Sassafras series. These soils pose few difficulties for development. According to available information, Marlboro clay is not found to occur on this property. The sewer and water service categories are S-3 and W-3 according to information obtained from the Department of Environmental Resources dated November 1, 2001. 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. No transportation-related noise impacts have been found to impact this property. There are no scenic or historic roads in the vicinity of this property.

This property is located in the Lottsford Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted *General Plan*.

A Forest Stand Delineation (FSD) was reviewed with the previously approved Type II Tree Conservation Plan and no further information is required with regard to the FSD. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland on-site, and the site contains a previously approved TCP (TCPII/113/94). A TCPI is required with the review of preliminary plans. This property has a Woodland Conservation requirement of 3.10 acres, which is proposed to be satisfied with a combination of on-site afforestation and off-site mitigation.

TCPI/12/03 contains some minor errors that must be corrected prior to signature approval of the preliminary plan. The TCPI does not show the full extent of the woodlands on this site as approved on TCPII/113/94. The TCPI must show the full extent of the existing woodlands. In addition, several of the TCPI notes contain incorrect information. The current version of the TCPI notes must be used. The Woodland Conservation Worksheet also indicates that 0.78 acres of preservation will be used to meet the woodland conservation requirements; however, all of the woodlands are shown to be cleared. The Woodland Conservation Worksheet must be revised to indicate the entire site will be cleared. TCPI/12/03 is recommended for approval in conjunction with Preliminary Plan of Subdivision 4-02103 subject to the conditions.

3. **Community Planning**—The site is located in Planning Area 70 in the Annapolis Road community and is subject to *Glenn Dale-Seabrook-Lanham and Vicinity Master Plan*. The 2002 *General Plan* placed the property in the Developing Tier. No master plan or *General Plan* issues are raised by this application; however, previous site and building design and other conditions that were approved in previous cases for this overall site should be recognized as part of this resubdivision.
1. **Parks and Recreation**— The subject application is exempt from Mandatory Dedication of Parkland

requirements because no residential uses are proposed.

2. **Trails**— Three master plan trails/bikeways impact the subject site. The *Adopted and Approved Glenn Dale-Seabrook-Lanham and Vicinity Master Plan* recommends a master plan trail along MD 450, a Class III Bikeway along MD 953, and a trail along the southern edge of the subject site. The master plan trail along MD 450 has already been completed along the north side of the road by SHA as part of a road improvement project. The existing sidewalk along MD 953 will accommodate pedestrians.

Based on discussions with the applicant and due to community concerns, there are no recommendations for the trail along the southern edge of the subject site. The community has opposed the trail connection to Muddy Creek Road. The existing trail along MD 450 will continue to accommodate pedestrian and bicycle movement to the east and west in the vicinity of the subject site.

Because Glenn Dale Road is a state right-of-way and is planned to accommodate a Class III bikeway, the applicant, and the applicant's heirs, successors, or assignees should provide appropriate signage in the form of one "Share the Road with a Bike" sign in accordance with state requirements.

3. **Transportation**—The Transportation Planning Section reviewed the subject application. The subject property consists of approximately 14.64 acres of land in the C-G Zone.

The application is a proposal to resubdivide an existing commercial parcel into two parcels. The parcel to be resubdivided is the existing Duvall Village Shopping Center, which is recorded at VJ 180 @ 98. The shopping center is approved for development with 117,000 square feet of space (including the historic building), and no additional development beyond that previously approved is proposed by this application.

The site is within the Developing 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) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 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.

The traffic generated by the proposed preliminary plan would impact the intersection of MD 450 and Glenn Dale Road, which is signalized. This intersection is not programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. This intersection was, however, improved within the past five years.

The staff has no available counts at the critical intersection. Nonetheless, because the application is a resubdivision of an existing parcel, and because the parcel is partially developed and has an

approved level of development which was the subject of an adequacy test in 1987, and no further development is proposed, the Prince George's County Planning Board could deem the application to have no net impact on surrounding roadways. Staff believes there is sufficient evidence that the subdivision would have no net traffic impact on the critical intersection.

The introduction of an additional access along the Annapolis Road frontage of Parcel B could pose a potentially hazardous or dangerous traffic situation. The final plat of subdivision should reflect a note indicating that access along the Annapolis Road frontage of Parcel B should be denied and that access to Parcel B is pursuant to Section 24-128(b)(9) of the Subdivision Regulations.

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.

7. **Schools**—The Historic Preservation 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 concluded that the subject application 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 the subdivision plans for adequacy of public facilities.
 - a. The existing fire engine service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 2.06 minutes, which is within the 3.25-minute travel time guideline.
 - b. The existing ambulance service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 2.06 minutes, which is within the 4.25-minute travel time guideline.
 - c. The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service travel time of 2.06 minutes, which is within the 7.25-minute travel time guideline.
 - d. The existing ladder truck service at Bowie Fire Station, Company 39, located at 154554 Annapolis Road, has a service travel time of 8.08 minutes, which is beyond the 4.25-minute travel time guideline.

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.

9. **Police Facilities**—The proposed development is within the service area for Police District II-Bowie. In accordance with Section 24-122.01 (c) (1) (A) and (B) of the Subdivision Regulations of Prince George's County, the staff concludes that the existing county police facilities will be adequate to

serve the proposed Duvall Village Shopping Center development. This police facility will adequately serve the population generated by the proposed subdivision.

10. **Health Department**—The Division of Environmental Health reviewed the subject application and had no comments to offer.
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, #958006480, was approved with conditions on March 25, 1999, 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.
12. **Historic Sites and Cemeteries**—This preliminary plan involves the Duvall Village Shopping Center, and in particular the 2.3863-acre Environmental Setting of Historic Site 70-17, Buena Vista (this Environmental Setting was determined by the Historic Preservation Commission on December 20, 1994). The historic Buena Vista house was moved from this site on February 20, 2002, and relocated approximately one mile to the northeast of its original site. The new location of the Buena Vista house is at 5710 Bell Station Road. By decision of the Historic Preservation Commission in May and July of 2002, the relocated house is now known as Historic Site 70-81 (Buena Vista at the Wixon Farm), and its Environmental Setting comprises 4.7 acres of Parcel #56, Tax Map 45.

At the May 15, 2002 meeting of the Historic Preservation Commission, the Commission approved by unanimous vote the Historic Area Work Permit for the relocation and proposed addition to the Buena Vista house, with several conditions. One of those conditions is the following:

“At the next phase of development plans for the Duvall Village Shopping Center, or at the time of the amendment of the Detailed Site Plan, the Historic Preservation Commission shall redetermine and reduce the Environmental Setting of Historic Site 70-17 (Site of Buena Vista) to include a small area of ground in the vicinity of the site, upon which a historical marker, visible to passersby, shall be erected by the owner of the property.”

The revised preliminary plan has been corrected (for Parcel B) to read: “Historic Environmental Setting Easement P.B. VJ 180 P.98 (to be reduced to signage easement).” A small (ten feet by four feet) “Easement for Signage referencing Historic Site” is shown at the southwest corner of Parcel B, located in a small grassy area just south of a proposed parking pad, west of and below the retaining wall and fence, and west of a proposed concrete sidewalk. The required DSP should show the proposed size and location of the setting for the historical marker, after consultation with Historic Preservation staff. The DSP should be reviewed by Historic Preservation staff and approved by the Historic Preservation Commission. A better and more easily visible location for the historical marker would be a short distance to the east of the proposed location, east of the concrete sidewalk but west of and at the foot of the retaining wall and fence. This location should be shown on the DSP.

General Note #18 on the preliminary plan states that there are no cemeteries or graves on this site.

13. **Detailed Site Plan**—A condition of the rezoning of the property (A-9233) requires Detailed Site Plan (DSP) approval. All existing development has been subject to a DSP (SP-89063) and all future development will be subject to revisions to that DSP.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Development of the subject property shall be consistent with the stormwater management concept plan approved by the Department of Environmental Resources, CSD# 958006480.
2. Prior to the issuance of a building permit, the applicant, the applicant's heirs, successors, or assignees shall provide the installation of one "Share the Road with a Bike" sign in accordance with state requirements, and upon state approval, along Glenn Dale Road. If the state declines the signage, this condition shall be void.
3. Prior to submission of a Detailed Site Plan, the applicant, the applicant's heirs, successors, or assignees shall consult with Historic Preservation staff regarding the optimum location for the historical marker and its Environmental Setting. (An appropriate location for the historical marker is south and east of the proposed concrete sidewalk, west of and at the foot of the retaining wall and fence).
4. The applicant shall prepare an exhibit showing the proposed size and location of the setting, as well as the text for the historical marker. This exhibit shall be reviewed by Historic Preservation staff, and the new Environmental Setting shall be approved by the Historic Preservation Commission (HPC) prior to approval of the Detailed Site Plan.
5. After the new Environmental Setting for Historic Site 70-17 has been reviewed and approved by HPC, and prior to approval of the first building permit for Parcel B, the applicant/owner of the property shall erect on that approved setting a historical marker with the text that has been approved by the staff of HPC.
6. Prior to signature approval of the Preliminary Plan of Subdivision, TCPI/12/03 shall be revised to:
 - a. Show the full extent of the existing woodlands.
 - b. Show the current version of the TCPI notes.
 - c. Revise the Woodland Conservation Worksheet to indicate the entire site will be cleared.
 - d. Have the revised plan signed and dated by a Qualified Professional.
7. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/12/03). The following note shall be placed on the Final Plat of Subdivision:

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/12/03), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy.”
8. The final plat of subdivision shall reflect a note indicating that access along the Annapolis Road frontage of Parcel B is denied and that access to Parcel B is pursuant to Section 24-128(b)(9) of the Subdivision Regulations.
9. The final plat of subdivision shall reflect a note indicating that development of the subject property must be in accordance with SP-89063 or as amended by any subsequent revisions thereto.

10. Fire suppression system shall be installed in all commercial structures (unless alternative systems are approved by the Fire Department) in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.

STAFF RECOMMENDS APPROVAL OF TYPE I TREE CONSERVATION PLAN I/12/03