



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

Preliminary Plan 4-06065

Application	General Data
Project Name: D'ARCY ROAD CRANE SERVICE SITE Location: East side of D'Arcy Road, 1,300 feet south of the intersection with Sansbury Road. Applicant/Address: Crane Services Company, Inc. 9310 D'Arcy Road Upper Marlboro, MD. 20774	Date Accepted: 08/24/06
	Planning Board Action Limit: 02/02/07
	Plan Acreage: 9.4920
	Zone: I-1 & I-2
	Lot: 1
	Outlots: 1
	Planning Area: 78
	Tier: Developing
	Council District: 06
	Municipality: N/A
200-Scale Base Map: 204SE08	

Purpose of Application	Notice Dates
INDUSTRIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: 06/20/06 (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 12/29/06

Staff Recommendation		Staff Reviewer: Tom Lockard	
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 4-06065
D'Arcy Road Crane Service, Lot 1 & Outlot 1

OVERVIEW

The subject property is located on Tax Map 82, Grid E-3, is approximately 9.49 acres, and is zoned I-1 and I-2. This preliminary plan proposes the resubdivision of two existing deed parcels (P. 204 and 205) to create one lot and one outlot. The outlot is necessary because the property has a split water and sewer category, with the western section (Lot 1) being in Category 3, while the eastern section (Outlot 1) is Category 5. The applicant has a change request for the eastern half of the site in the current water and sewer cycle, but it will not be completed by the time this application reaches its mandatory action date. If and when the category change is approved, the applicant will file a new preliminary plan seeking to make the outlot a buildable lot. The applicant proposes construction of 60,000 square feet of new GFA on Lot 1 to be used for indoor storage of vehicles associated with the existing crane service operating on the site. A preliminary plan of subdivision is required in accordance with Section 24-107(c)(7)(B) of the Subdivision Regulations because the total development proposed for the subdivision exceeds 5,000 square feet of gross floor area.

SETTING

The property is located on the east side of D'Arcy Road, 1,300 feet south of its intersection with Sansbury Road. The existing uses on the property consist of a contractor's offices (crane service) and the storage of work vehicles in four buildings of various sizes. The property has been used in this and other industrial capacities for many years. There is also a communications tower at the rear of the site. Numerous abandoned vehicles, trailers, and other materials were observed on the site and must be removed. Adjacent uses to the north consist primarily of warehouses, contractors offices, and outdoor storage yards in the I-2 Zone. A sand and gravel mine adjoins to the east, a church to the south, and single-family residences to the west, all in the R-R 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	I-1 (7.8 acres) I-2 (1.7 acres)	I-1 (7.8 acres) I-2 (1.7 acres)
Use(s)	Contractor's Services	Contractor's Services (60,000 square feet)
Acreage	9.49	9.49
Lots	0	1
Outlots	0	1
Parcels	2	0
Public Safety Mitigation Fee		No

2. **Environmental**—A review of available information indicates there are no regulated environmental features associated with the site. Based on year 2000 air photos, the site does not contain any woodland. The soil types found to occur on the subject property, according to the Prince George's County Soil Survey, are Beltsville, Sassafra, Sandy Land, and Urban Land Complex. Based on GIS information obtained from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened and endangered species do not occur in vicinity of the site; however, tall nutrush may be in the vicinity of the site. There are no designated scenic or historic roads adjacent to the site. The site is located in close proximity to major noise generators including Andrews Air Force Base operations. The site is in the Southern Branch and Western Branch of the Potomac River basin, and the Developing Tier of the 2002 approved General Plan. Part of this site is located within the framework of the Countywide Green Infrastructure Plan.

Natural Resources Inventory

A signed natural resources inventory, NRI/030/06, was submitted with the application. The site does not contain any regulated features. The site contains evaluation areas and network gaps within the Countywide Green Infrastructure Plan. There is no woodland on site. No additional information regarding the natural resources inventory is required.

Woodland Conservation

This property is exempt from the provisions of the Prince George's County Woodland Conservation Ordinance because the site contains less than 10,000 square feet of woodland and there are no previously approved tree conservation plans for this site. A standard letter of exemption to the Prince George's County Woodland Conservation Ordinance was issued to the property owner on July 11, 2006. A TCPI is not required.

Noise

Based on the most recent Air Installation Compatible Use Zone Study (AICUZ) released to the public in August 1998 by Andrews Air Force Base, aircraft generated noise is significant in the area. The study indicates that the noise threshold is between 65 dBA (Ldn) and 70 dBA (Ldn) for most of the property. Noise regarding this site is not an issue because the proposed use is for industrial purposes.

Water and Sewer Categories

The water and sewer service categories are W-3 and S-3 for the western 4.12 acres of the site (Lot 1) and W-5 and S-5 for the eastern 5.34 acres (Outlot 1), according to water and sewer maps

obtained from the Department of Environmental Resources, dated June 2003. Lot 1 will, therefore, be served by public systems, while Outlot 1 will not be developed at this time.

3. **Community Planning**—The subject property is located in Planning Area 78/Little Washington Community, and within the limits of the 1994 Melwood-Westphalia Master Plan and SMA. The master plan recommends a light industrial/office/business park land use for the site as part of Employment Area 4. The preliminary plan of subdivision conforms to the land use recommendations of the master plan.

The 2002 *Prince George's County Approved General Plan* designates the subject property in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The proposed development is consistent with the General Plan Development Pattern policies for the Developing Tier.

4. **Parks and Recreation**—According to Section 24-134(a) of the Prince George's County Subdivision Regulations, the above-referenced subdivision is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.
5. **Trails**—There is one master plan trail issue identified in the approved Melwood-Westphalia Master Plan (1994) and the adopted 2006) Westphalia Sector Plan and SMA that impacts the subject site. The 1994 master plan recognized the importance of bicycle and pedestrian facilities in the Little Washington area and recommended sidewalk and trail connections throughout the established residential community, as well as to nearby school and park facilities. The Westphalia Sector Plan also designates D'Arcy Road as a master plan bikeway corridor (see Map 8). Currently, D'Arcy Road is open section with no sidewalks in most areas outside the Beltway. However, where improvements have been made, curb, gutter, and standard sidewalks have been provided. There is an existing sidewalk located along the east side of D'Arcy Road just to the south of the subject site. Staff recommends that the bikeway be accommodated through the provision of one "Share the Road with a Bike" signs and standard sidewalks along D'Arcy Road. Wide outside lanes, shoulders, or designated bike lanes should be considered at the time of road resurfacing, restriping, or road improvement to safely accommodate bicycle traffic.
6. **Transportation**—The application proposes the construction of an additional building (approximately 60,000 square feet), the purpose of which is to provide a more centralized storage for the vehicles that are currently part of the existing crane service operation. Staff has been informed by the applicant that the proposed building will not be generating any new traffic, but will function merely as a storage (garage) unit for the vehicles that are currently being stored on various sections of the property.

Because the nine-acre property is zoned I-1/I-2, if the most intense uses allowed under the existing zoning categories are pursued, it could potentially generate as many as 330 AM peak-hour trips and 306 PM peak-hour trips. Because the proposed buildings will not be generating any new trips, staff would support approval of this application, provided that its use is capped at the current trip generation rate. Neither the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*, nor the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*, provides trip generation rates for the existing use on the subject property. Consequently, the applicant was required by staff to furnish evidence of the trip generation rate for the subject property.

Pursuant to staff's request, the applicant provided an analysis of five day's worth of traffic data that were collected at the subject property. All of the data were collected during both peak periods throughout the five days of data collection. The results of the data analyses revealed a trip generation rate of 58 trips during the AM peak hour and 43 trips during the PM peak hour. Upon review of the applicant's traffic data, staff concurs with its results.

Transportation Staff Findings

The application is a preliminary plan of subdivision for a commercial/industrial development. The proposed development involves the expansion of an existing crane service with the construction of a 60,000-square-foot storage building. The existing facility currently generates 58 trips during the AM peak hour and 43 trips during the PM peak hour. However, because the proposed structure will be used exclusively for storage of on-site vehicles, no new trips are expected to be generated.

The subject property is located within the Developing Tier as defined in the *Prince George's County Approved General Plan*. 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 closest intersection to the subject property is D'Arcy Road/Sansbury Road. This unsignalized intersection currently operates adequately (11.1 seconds delay), but is expected to operate well below the acceptable threshold with the inclusion of background developments. Since the proposed development will not be generating any additional traffic above its existing level, its impact will be considered *de minimus*. Consequently, the applicant will not be required to participate in any effort to mitigate the projected failing level-of-service at this intersection.

Transportation Staff Conclusions

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 consistent with the above findings.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations, CB-30-2003, and CR-23-2003 and concluded the following:

The above subdivision is exempt from a review for schools because it is an industrial use.

8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of public facilities and concluded the following.

The existing fire engine service at Forestville Fire Station, Company 23, located at 8321 Old Marlboro Pike, has a service travel time of 3.41 minutes, which is beyond the 3.25-minute travel time guideline.

The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 9.15 minutes, which is beyond the 7.25-minute travel time guideline.

The existing ladder truck service at District Heights Fire Station, Company 26, located at 6208 Marlboro Pike, has a service travel time of 7.2 minutes, which is beyond the 4.25-minute travel time guideline.

The existing paramedic service located at Kentland Fire Station, Company 46, is beyond the recommended travel time guideline. The nearest fire station at Forestville Fire Station, Company 23, is located at 8321 Old Marlboro Pike, which is 3.41 minutes from the development. This facility would be within the recommended travel time for paramedic service if an operational decision to locate this service at that facility were made by the county.

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 1990 *Approved Public Safety Master Plan* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

9. **Police Facilities**—The approved 2002 General Plan addresses the provision of public facilities that will be needed to serve existing and future developments. The plan includes planning guidelines for police and they are:

Station space per capita: 141 square feet per 1,000 county residents.

The police facilities test is performed on a countywide basis in accordance with the policies of the Planning Board. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police and the latest population estimate is 825,520. Using the 141 square feet per 1,000 residents formula, it calculates to 116,398 square feet of space for police. The current amount of space, 267,660 square feet, is above the guideline.

10. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan and reminds the applicant that a raze permit is required before any buildings are removed. In addition, they note the numerous abandoned vehicles on site. They must be removed and any oil/gas contaminated soil must be removed pursuant to county and state law.
11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. Stormwater Management Concept Plan 18772-2006 has been approved 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.

14. **Historic**—Phase I (Identification) archeological survey is not recommended by the Planning Department on the above-referenced property. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates no sites in the vicinity and no known historic structures within the vicinity of the subject property.

Section 106 review, however, may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties to include archeological sites. This review is required when federal monies, federal properties, or federal permits are required for a project.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. In conformance with the approved Melwood-Westphalia Master Plan and the adopted Westphalia Sector Plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
 - a. Designate D'Arcy Road as a Class III bikeway with appropriate signage. Because D'Arcy Road is a county right-of-way, the applicant, and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of this signage. A note shall be placed on the final plat for payment to be received prior to the issuance of the first building permit.
 - b. Provide a standard sidewalk along the subject site's entire frontage of D'Arcy Road, unless modified by DPW&T.
2. Development of this site shall be in conformance with Stormwater Management Concept Plan 18772-2006 and any subsequent revisions.
3. The proposed development shall be limited to a mix of uses where the total traffic generation shall not exceed 58 trips during the AM peak hour and 43 trips during the PM peak hour. Any development with an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
4. 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.