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DETAILED SITE PLAN

DSP-87126/01

Application	General Data
Project Name S & S Driving School Location Located approximately 2,000 feet north of the intersection of MD 410 and Toledo Terrace, on the east side of Toledo Terrace Applicant/Address Mohamadou Siby 3321 Toledo Terrace, Unit #104 Hyattsville, MD 20782	Date Accepted 05/14/2002
	Planning Board Action Limit 07/23/2002
	Plan Acreage 3.77 acres
	Zone C-O
	Dwelling Units NA
	Square Footage 1,291 sq. ft.
	Planning Area 68
	Council District 02
	Municipality none
	200-Scale Base Map 208 NE 03

Purpose of Application	Notice Dates
Applicant requests approval of a Detailed Site Plan in order to amend the table of uses to allow a private driving school on the subject property.	Adjoining Property Owners 5/10/02 (CB-15-1998)
	Previous Parties of Record N/A (CB-13-1997)
	Sign(s) Posted on Site 7/03/02
	Variance(s): Adjoining Property Owners

Staff Recommendation			Staff Reviewer: LAREUSE, SUSAN
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
X			

July 30, 2009

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Detailed Site Plan, DSP-87126/01
S & S Driving School
Toledo Terrace Professional Park
Prince George's Plaza Transit District

The Urban Design staff has reviewed the Detailed Site Plan for the private driving school and the amendment to the use table and presents the following evaluation and findings leading to a recommendation of APPROVAL.

EVALUATION

This Detailed Site Plan was reviewed and evaluated for compliance with the following criteria:

- a. Conformance to the Prince George's Plaza Transit District Overlay Zone.
- b. Conformance to the Woodland Conservation and Tree Preservation Ordinance.
- c. Conformance to the *Landscape Manual*.
- d. Conformance to the Site Design Guidelines.
- e. Referral responses from concerned agencies and divisions.

FINDINGS

1. This Detailed Site Plan is for the purpose of reviewing an amendment to the use table in order to permit a private driving school within the Prince George's Plaza Transit District Development Plan (TDDP). The property is known as Toledo Terrace Professional Park (a condominium), specifically Unit 104 within Building One, as shown on plat VJ156 at 87. The property is located approximately 2,000 feet north of the intersection of Toledo Terrace and East West Highway, at 3321 Toledo Terrace, Unit 104, Hyattsville, Maryland, within the Prince George's Plaza Transit District Overlay

Zone (TDOZ). The existing improvements on site include two four-story buildings and associated parking facilities. The application proposes a private driving school for a maximum of 30 students. The Detailed Site Plan includes the site plan.

2. In conjunction with the Detailed Site Plan, the applicant is requesting an amendment to the permitted use list. The underlying zoning is C-O. The Transit District Overlay Zone modified the uses permitted in that zone. According to the permitted use table in the Prince George's Plaza Transit District Development Plan, a private driving school is not a permitted use. The following sections of the Zoning Ordinance apply to the use issue discussion.

- a. First, the Zoning Ordinance in Section 27-548.09.01(b)(1) Amendment of Approved Transit District Overlay Zone states the following:

- (1) **A property owner may ask the District Council, but not the Planning Board, to change the boundaries of the T-D-O zone, a property's underlying zone, the list of allowed uses, building height restrictions, or parking standards in the Transit District development plan. The Planning Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.** (underlining added)

Comment: The owner has filed a request to change the list of allowed uses in order to permit a private driving school for the subject property. Section 27-548.09.01(b)(5) states the following:

- (5) **The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendations for the Transit Development District, as stated in the Transit District Development Plan, and meets applicable site plan requirements.**

Comment: The staff finds that the proposed development conforms to the purposes and recommendations for the Transit District as stated in the Prince George's Plaza TDOZ. The Transit District sets forth seven primary goal categories or purposes, including urban design, environment, transportation, public facilities, economic development, trails, and parks and recreation. This Detailed Site Plan is required for the issuance of a use and occupancy permit for the private school and no new development is proposed, the applicant has clearly justified that the goals and objectives of the plan will be met, as stated in the Amended Statement of Justification (attached).

3. In accordance with Section 27-548.08 (c), the Planning Board must make the following findings when approving a Detailed Site Plan in the T-D-O Zone:

- (A) **The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;**
 - (B) **The Transit District Site Plan is consistent with, and reflects the Site Design Guidelines and criteria contained in the Transit District Development Plan;**

- (C) **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone and applicable regulations of the underlying zones;**
- (D) **The location, size and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency and are adequate to meet the purposes of the Transit District Overlay Zone;**
- (E) **Each structure and use, in the manner proposed, is compatible with other structures in the Transit District and with existing and proposed adjacent development.**

Comment: The applicant's proposal to include a driving school as a permitted use on the subject property, in order to obtain a use and occupancy permit, will not be detrimental to the concepts within the TDOZ. The application is exempt from the mandatory requirements and the Site Design Guidelines and criteria of the TDOZ per the applicability section of the approved Transit District Development Plan (see attached letter dated July 2, 2002, Russell W. Shipley to Susan Lareuse). This revision to the Detailed Site Plan continues to meet the applicable regulations of the underlying C-O Zone. The location, size and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas, as were originally designed and reviewed under the previously approved Detailed Site Plans, continue to maximize safety and efficiency. The existing structures, the proposed use and the existing use, are compatible with other structures in the Transit District and with existing and proposed adjacent development.

4. The following chart lists the development data for the subject site:

S & S Driving School
Detailed Site Plan DSP-87126/01

Zone	C-O
Site Area	0.41 acres
Proposed Use	Private Driving School
Gross Floor Area of Site	80,926 square feet

*Parking Calculation (per preferred ratio)

79,701 square feet of office/research (less than or equal to 2.50 spaces per 1,000 square feet of GFA)	199.25 spaces
1,225 square feet of retail (less than or equal to 4.35 spaces per 1,000 square feet of GFA)	<u>5.33</u> spaces

Total parking calculation (per preferred ratio)	206 spaces
Existing Parking	256 spaces
*Loading Required	1 space
Loading Proposed	1 space

*Previous Detailed Site Plan SP-87126 calculated parking and loading requirements per Part 11 of the Zoning Ordinance, Parking and Loading Standards, which predated the adoption of the Prince George's Plaza Approved TDDP. The parking and loading calculations continue to be determined as an overall site, as was done on SP-87126.

5. The Environmental Planning Section reviewed the Detailed Site Plan. The applicant is exempt from the requirements of the Woodland Conservation Ordinance because there is less than 10,000 square feet of woodland on the site and there are no other environmental issues for the development of this site.
6. The plan has been reviewed for conformance to the *Landscape Manual* and the Detailed Site Plan is found to be exempt because there is no increase in gross floor area, and the change of use does not include a change from a lower to a higher category as defined in Section 4.7 of the *Landscape Manual*.
7. The applicant has provided a response to the Community Planning Division referral dated May 24, 2002 (attached), in the following excerpt from a letter dated June 4, 2002, Russell Shipley to Susan Lareuse:

■ This above referenced application is for the addition of a private driving school (automobile only) to the list of permitted uses in the Prince George's Plaza Transit District Overlay (T-D-O) zone. No additional improvements are proposed for the subject property, only the addition of the private driving school use, a use permitted by right in the C-O zone, but not listed as a permitted use in the Prince George's Plaza T-D-O zone.

■ I have had an opportunity to review the comments generated via the referral process and I want to take this opportunity to respond to any and all questions regarding this application. The following questions were proffered by Brenda Iraola, Community Planning Division, in a letter dated May 24, 2002.

■ **A. Will there be driving instruction on the road? If so, will this instruction be limited to non peak traffic hours (9 a.m.-4 p.m.) to minimize the traffic that is currently on the road system (level of service E)?**

■ The students attending the S & S Driving School will receive driving instruction on the road pursuant to the driver's education standards established by the Maryland State Motor Vehicle Administration (MVA). These standards require that all students receive at least six hours of on road instruction. The on road instruction will be generally limited to 9:00 a.m. to 6:00 p.m. Traffic in the immediate road system will be minimized by the fact that most students will receive instruction on roads outside of the immediate driving school area (i.e., Beltway, Route 50, etc.). Additionally, it is not uncommon for the driving instructor to

pick up a student at his or her house for on road instruction. Therefore, the applicant is confident that the cumulative effect of on road instruction will have little to no impact on the existing local road system.

■B. Will there be educational driving cars stored in the parking lot? If so, how many cars will be used?

■No educational driving cars will be stored in the parking lot.

■C. What is the student capacity of the driving school classroom? How many students will be engaged in on the road training generating additional auto trips?

■The student capacity of the S & S Driving School will be approximately 25 students. Pursuant to MVA requirements, all students will receive at least 6 hours of on road instruction during the hours of 9:00 a.m. to 6:00 p.m

■D. Will the private school use promote Metro ridership, or will its students ultimately increase the number of automobile trips on the existing road system?

■The driving school will definitely promote an increase in Metro ridership since the vast majority of students have no driver's licence and therefore would rely on public transportation in order to attend classroom instruction at the driving school.

8. The Transportation Planning Section provided the following memo dated May 31, 2002, Masog to Lareuse:

■The Transportation Planning Section has reviewed the detailed site plan revision application referenced above. The subject property consists of approximately 0.03 acre of land in the C-O Zone. The property is on the north side of MD 410 east of Toledo Terrace. The site is part of a larger site which is fully developed with office buildings, and the applicant proposes to utilize the property for a driving school.

■The site plan proposes a driving school within an existing building within property identified in the adopted and approved Prince George's Plaza Transit District Overlay Zone (PG-TDOZ), as Subarea 13B. The property is in the vicinity of the Prince George's Plaza Metro Station. As the applicant only proposes a use for an existing building and is not proposing any new construction or changes to the layout of the larger site, the transportation staff has no comment on the plan as submitted. Therefore, transportation staff will have no comment on design guidelines of nonvehicular access. No new parking spaces are proposed, and so no cash contribution is required of this applicant.

■The sole issue concerns the actual use, since a driving school is not included on the use table for the TDOZ. While staff would view the use of undeveloped land within a TDOZ for a stand-alone driving school a little more critically, there is little reason to object to its placement within an existing multi-tenant office building. The possibility of students receiving behind-the-wheel training on potentially congested roadways within the TDOZ

gives pause. In another regard, however, a location near a major transit hub may be very favorable for a driving school as students who are not licensed to drive can easily access the school by means of the transit system.●

9. The Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation of this report, the Urban Design Section recommends that the Planning Board adopt the findings of this report and recommends to the District Council that it APPROVE the amendment to the table of uses for the subject property to allow a private driving school.