



Certificate of Adequacy

ADQ- 2024-044**General Information**

Project Name: Eastgate Shopping Center

Case Number: ADQ-2024-044

Associated Preliminary Plan of Subdivision or Final Plat: PPS-2024-020

Use Type: Commercial Use

Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 32,230

Project Location

Project Location: Located on the south of MD 193 (Greenbelt Road), southwest quadrant of its intersection with MD 564 (Lanham-Severn Road).

Lot/Parcel: Lot 1-A Tax Account: 3495942

Property Zone: CGO Council District: 3

Planning Area: 70 Municipality: N/A

Election District: 14 Transportation Service Area: 2

Police District: II School Cluster Area: N/A

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/NA)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 2	LOS "D" (Critical Lane Volume of 1301-1450)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	N/A	No
Parks and Recreation (<i>Transit-Oriented/ Activity Center Zones and Employment Areas</i>)	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation (<i>All Other Zones</i>)	15 acres per 1,000	N/A	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	N/A	No
Fire and Rescue—Residential Use	7 minutes travel time	N/A	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	No
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	N/A	No

This Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

- *Special Projects Section (Walker to Vatandoost, March 21, 2025)*
- *Transportation Planning Section (Daniels to Vatandoost, April 22, 2025)*

Based on the forgoing analysis, this Certificate of Adequacy is:

☐ Approved ☒ Approved with the conditions (indicated here):

☐ Denied

1. Total development within the subject property shall be limited to uses that would generate no more than 29 AM and 175 PM peak-hour vehicle trips.

SIGNATURE


Lakisha Hult (Apr 25, 2025 12:58 EDT)

Planning Director

04/25/2025

Date of Approval

This certificate of adequacy is valid for 12 years from the date of its approval, subject to the additional expiration provisions of Section 24-4503(c).



The Maryland-National Capital Park and Planning Commission

PRINCE GEORGE'S COUNTY
Planning Department

1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

Countywide Planning Division
Special Projects Section

March 21, 2025

MEMORANDUM

TO: Mahsa Vatandoost, Planner III, Subdivision Section, DRD

FROM: TW Tineya Walker, Planner I, Special Projects Section, CWPD

VIA: BR Bobby Ray, AICP, Supervisor, Special Projects Section, CWPD

SUBJECT: PPS-2024-020 & ADQ-2024-044 – Eastgate Shopping Center

Project Summary:

The project proposes to subdivide the existing lot into 3 parcels proposing a quick service restaurant and car wash. The site totals approximately 9.57-acres. The property is located approximately 330 ft west of Greenbelt Road at 10611 Greenbelt Road in Lanham, Maryland. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on February 24, 2025.

PPS-2024-020

The Certificate of Adequacy associated with preliminary plan PPS-2024-020 is being reviewed for public facility adequacy standards per Section 24-4502 as follows:

24-4502. Applicability

(b) Applicability of Public Facility Adequacy Standards

- (2) An application listed in Section 24-4502(a) above¹ shall not be approved until a certificate of adequacy or conditional certificate of adequacy is approved in accordance with the procedures and standards of this Section. No certificate of adequacy or conditional certificate of adequacy shall be approved unless and until it is reviewed and approved in conjunction with one of the applications or subdivision reviews identified in Section 24-4502(a) above and Section [24-4503\(a\)](#).

Water and Sewer:

¹ **24-4502. Applicability**

(a) **Applications / Approvals Subject to this Section**

This Section applies to:

(1) An application for a preliminary plan of subdivision (minor or major).

24-4404.

In accordance with the Sustainable Growth and Agricultural Preservation Act (Map 3 of Plan 2035 Prince George's County Sustainable Growth and Agricultural Preservation Act of 2012 (SB236) Map, Adopted November 20th, 2012, as may be amended from time to time), the water and sewer standard for residential subdivisions is:

(a) A subdivision in the Sustainable Growth Tier I in the General Plan or applicable Functional Master Plan shall be served by public sewer.

The property is within Tier I of the Sustainable Growth Act. Tier I include those properties eligible to be served by public sewerage systems.

24-4405.

For purposes of determining whether water and sewerage complies with the standards of this Section, the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage and compliance with the standards for the provision of public sewer and water.

The 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 3, "Community System Adequate for Development Planning". Category 3 includes developed land on public water and sewer, and underdeveloped properties with valid preliminary plan approved for public water and sewer.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 70 – "Glenn Dale-Seabrook-Lanham & Vicinity". The *2025-2030 Fiscal Year Approved CIP Budget* does not identify any public facilities proposed for construction.

Conformance to the Master Plan:

24-4101. General

(b) Conform to Comprehensive Master Plan

- (1)** Preliminary plans of subdivision (minor and major) and final plats shall be consistent with the General Plan and shall conform to all applicable Area Master Plans, Sector Plans, or Functional Master Plans, and as referenced in Sections 24-3402(d) and 24-3402(e) of this Subtitle.

The *2010 Approved Glenn Dale-Seabrook-Lanham and Vicinity Approved Sector Plan* contains some of the following recommendations:

- Construct a new District VIII police station along Glenn Dale Boulevard (MD 193)..
- Build a new branch library at Glenn Dale Community Center

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities, however, none of its recommendations affect the subject site.

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Police Facility Adequacy:

Per Table 24-4502 of the Subdivision Regulations, police facilities are not an applicable area of review for non-residential development.

Fire and Rescue Adequacy:

Per Section 24-4509 of the current Subdivision Regulations, the Planning Board's test for fire and rescue adequacy involves the following:

24-4509. Fire and Rescue Adequacy

(b) Adopted LOS Standard for Fire and Rescue

- (1)** The population and/or employees generated by the proposed subdivision, at each stage of the proposed subdivision, will be within the adequate coverage area of the nearest fire and rescue station(s) in accordance with the *Public Safety Guidelines*.
- (2)** The Fire Chief shall submit to the County Office of Audits and Investigations, County Office of Management and Budget, and the Planning Director:
 - (A)** A statement reflecting adequate equipment in accordance with studies and regulations used by the County, or the *Public Safety Master Plan* for fire stations in the vicinity of the area where the subdivision is proposed to be located; and
 - (B)** A statement by the Fire Chief that the response time for the first due fires and rescue station in the vicinity of the proposed subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for calls for service during the preceding month.
- (3)** Subsection (b)(2), above, does not apply to commercial or industrial applications.

Table 24-4502 ("Summary of Public Facility Adequacy Standards") of the current Subdivision Regulations requires a fire and rescue standard of five (5) minutes response time for any nonresidential uses. The Fire Department uses the metric of "travel time" in their evaluation. Response time adds one minute of 'turn-out' time which is assessed at the time the station receives notice and initiates a response. Therefore, the six-minute travel time is the same metric as the seven-minute response time.

The subject property is served by Glenn Dale #818, located at 11900 Glenn Dale Boulevard, Glenn Dale, Maryland 20769. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of February 25, 2025, the site passes the five-minute travel time test for nonresidential development from the closest or 'first due' Fire/EMS station.

Schools Adequacy:

Per Table 24-4502 of the Subdivision Regulations, school facilities are not an applicable area of review for non-residential development.

CONCLUSION

Staff finds that the applicable public facility standards are met pursuant to 24-4500 of the Subdivision Regulations.




April 22, 2025

MEMORANDUM

TO: Mahsa Vatandoost, Development Review Division

FROM: Leah Daniels, Transportation Planning Section, Countywide Planning Division

VIA: Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

 Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: ADQ-2024-044 Eastgate Shopping Center

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed with the Preliminary Plan of Subdivision (PPS)-2024-020, which proposes the development of two parcels. One is a quick-serving restaurant with drive-through while the other is a carwash facility. Both of these retail sites are located within the existing Eastgate Shopping Center. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current Zoning Ordinance and Subdivision Regulations.

Criteria for Establishing Transportation Adequacy

The subject property is located within TSA 2, as defined in the *Plan Prince George's 2035 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 procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if the delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed and the standard of CLV is 1,150 or less.

For all-way stop-controlled intersections, a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation

Research Board) procedure; (b) if the delay exceeds 50 seconds, the CLV is computed and the standard of CLV is 1,150 or less.

Analysis of Traffic Impacts

A full traffic impact study (TIS) was submitted as part of the subject application, which is used as the basis for determining adequacy.

Background

The property is subject to a prior PPS 4-01067, which was approved in 2002 (PGCPB No. 02-26) and encompassed the subject property as well as two adjacent parcels. Condition 7 of the prior PPS provided a trip cap as follows: "Total development within the proposed subdivision shall be limited to the equivalent of 36,300 square feet of gross floor area of commercial retail development or any other permitted uses which generate no more than 74 AM and 129 PM peak hour vehicle trips." Since the approval of the prior PPS, the subject property has developed with a 22,029 square foot of shopping center and the adjacent parcel has developed with a hotel. As shown on the table below, with the proposed development, the development at the subject property will exceed the prior trip cap. Accordingly, this ADQ sets a new trip cap for the subject property based on the existing and proposed development without regard to the prior PPS approval.

Trip Generation

The limits of this application include the proposed development and 22,029 square feet of existing retail. The existing retail shopping center consists of restaurant, medical office, and fitness uses. It is important to note that the trips generated by the existing retail uses are included with this analysis as a basis for establishing a trip cap within the boundary of PPS-2024-020 and ADQ-2024-044. The existing retail generates 29 AM and 82 PM peak hour trips while the proposed development will generate 0 AM and 93 PM peak hour trips. Should redevelopment be pursued for this site, a new adequacy evaluation will be required.

The table below summarizes trip generation for each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site.

Trip Generation Summary: ADQ-2024-044 Eastgate Shopping Center								
			AM Peak Hour			PM Peak Hour		
Land Use	Quantity	Metric	In	Out	Total	In	Out	Total
Shopping Center (ITE 822)	22,029 (Total)	Square feet	29	19	48	68	68	136
Pass-By (40%)					(19)			(54)
Total Existing Trips					29			82
Fast Food w/ Drive Thru, No Breakfast (ITE-934)	2,324	square feet	0	0	0	40	37	77
Automatic Car Wash (ITE-948)	1 tunnel	units	0	0	0	39	39	78
Pass-By (40%)					(0)			(62)
Total New Trips					0			93
Overall Trip Cap Recommendation			29			175		

The traffic generated by the proposed application would impact the following intersections in the transportation system:

- MD 193 & Forbes Boulevard (signalized)
- MD 193 & Mission Drive (signalized)
- MD 193 & MD 564 (signalized)
- MD 564 & Eastgate Drive (unsignalized)
- MD 193 and Shopping Center (west access) (unsignalized)
- MD 193 and Shopping Center (east access) (unsignalized)

Existing Traffic

The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
MD 193 & Forbes Boulevard (signalized)	1025	946	B	A
MD 193 & Mission Drive (signalized)	969	993	A	A
MD 193 & MD 564 (signalized)	1115	1201	B	C
MD 564 & Eastgate Drive (unsignalized)	26.2 secs	41 secs	Pass	Pass
MD 193 and Shopping Center (west access) (unsignalized)	12.1 secs	20.1 secs	Pass	Pass
MD 193 and Shopping Center (east access) (unsignalized)	12.2 secs	22.9 secs	Pass	Pass
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The TIS indicates that the intersections currently operate below the identified threshold.

Background Traffic

The traffic study identified 2 background developments whose impact would affect study intersections. A 1% growth rate was applied to existing peak hour volumes over a six-year period for development build-out.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
MD 193 & Forbes Boulevard (signalized)	1144	1066	B	B
MD 193 & Mission Drive (signalized)	1091	1116	B	B
MD 193 & MD 564 (signalized)	1237	1375	C	D

MD 564 & Eastgate Drive (unsignalized) <i>Unsignalized Tier Step 2</i> <i>CLV Analysis Step 3</i>	30.8 secs	53.7 secs >100 veh 716	Pass	Pass
MD 193 and Shopping Center (west access) (unsignalized)	12.7 secs	24.1 secs	Pass	Pass
MD 193 and Shopping Center (east access) (unsignalized)	12.8 secs	28 secs	Pass	Pass
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The TIS indicates that the intersections operate below the identified threshold.

Total Traffic

As a note, peak hour traffic generated by the existing retail was not included in the total traffic analysis. However, traffic generated by the existing retail uses is captured under existing traffic. The study intersections, when analyzed with total developed future traffic, operate as shown below.

<u>TOTAL TRAFFIC CONDITIONS</u>				
Intersection	<u>Critical Lane Volume (AM & PM)</u>		<u>Level of Service (LOS, AM & PM)</u>	
MD 193 & Forbes Boulevard (signalized)	1155	1082	C	B
MD 193 & Mission Drive (signalized)	1103	1164	B	C
MD 193 & MD 564 (signalized)	1243	1389	C	D
MD 564 & Eastgate Drive (unsignalized) <i>Unsignalized tier Step 2</i> <i>CLV Analysis Step 3</i>	33 secs	67.7 >100 veh 728	Pass	Pass
MD 193 and Shopping Center (west access) (unsignalized)	12.9 secs	24.7	Pass	Pass
MD 193 and Shopping Center (east access) (unsignalized)	12.9 secs	30.8	Pass	Pass
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The results show that all critical intersections will operate at acceptable levels in all conditions and there are no additional improvements required. Staff find that adequacy requirements have been met.

Analysis of Bicycle & Pedestrian Impacts Statement

The subject property is in the Commercial General Office (CGO) zoning district and is therefore subject to Section 24-4506 for pedestrian and bicycle adequacy. However, the total proposed development is less than 10,001 square feet of commercial space and does not meet the threshold of required improvements.

Conclusion

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision as required in accordance with Subtitle 24 if the application is approved with the following conditions:

1. Total development within the subject property shall be limited to uses that would generate no more than 29 AM and 175 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.