

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



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PRELIMINARY PLAN

4-01080

Application	General Data
<div>Project Name:</div> <div>GREENBELT COMMERCIAL CONDOMINIUM</div> <div>Location:</div> <div>East side of Good Luck Road, approximately 200 feet south of its intersection with Greenbelt Road.</div> <div>Applicant/Address:</div> <div>Gould, Gordon 1000 Water Street, S.W. / Box 86 Washington, D.C. 20024</div>	Date Accepted10/10/01
	Planning Board Action Limit3/13/02
	Tax Map & Grid035/F-02
	Plan Acreage6.67
	ZoneC-O
	Lots0
	Parcel1
	Planning Area70
	Council District04
	MunicipalityN/A
	200-Scale Base Map210NE09

Purpose of Application			Notice Dates	
COMMERCIAL SUBDIVISION			Adjoining Property Owners N/A (CB-15-1998)	
			Previous Parties of Record N/A (CB-13-1994)	
			Sign(s) Posted on Site 02/13/02	
			Variance(s): Adjoining Property Owners N/A	
Staff Recommendation			Staff Reviewer: DEL BALZO	
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 4-01080
Greenbelt Commercial Condominiums, Unit 4

OVERVIEW

The subject property consists of approximately 6.67 acres of land in the C-O Zone. It is an undeveloped parcel, known as Unit 4 of the Greenbelt Commercial Condominiums, Tax Map 35, Grid F-2. The property is a legal condominium parcel on which the applicant proposes to construct eight office buildings (condominiums) of varying sizes. The purpose of this application is to make findings of adequate public facilities. At the time of final plat, the parcel will be platted as a lot.

Access is provided by a single driveway connecting to Good Luck Road. Stormdrain easements traverse the property directing stormwater to an pond facility to the immediate east, on Unit 3.

SETTING

The property is located on the east side of Good Luck Road, south of its intersection with Greenbelt Road. To the north are offices in the Greenbelt Commercial Condominium complex. To the east is the stormwater management facility associated with the complex. To the south are the Forest Lake Apartments in the R-18 Zone. Duvall High School is to the west, across Good Luck Road.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Environmental Issues•No streams, wetlands, or areas of 100-year floodplain are found to occur on the property or immediately abutting the property. No areas of steep slopes with highly erodible soils or areas of severe slopes have been found to occur on the property. No adverse noise impacts have been identified in the vicinity of the property and the proposed development is not a noise generator. The soils found to occur according to the Prince George's County Soil Survey include Sunnyside fine sandy loam, which has no significant limitations. Marlboro clay is not found to occur in the vicinity of this property. The sewer and water service categories are S-3 and W-3, respectively. 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. There are no designated scenic or historic roads in the vicinity of the property. This property is located in the Folly Branch subwatershed of the Western Branch and Patuxent River watersheds.

A Forest Stand Delineation (FSD) was submitted and reviewed in conjunction with the Type II Tree Conservation. The FSD was found to address the requirements for an FSD in accordance with the Prince George's County Woodland Conservation and Tree Preservation Technical Manual. No further information is required.

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, and there is a previously approved Type II Tree Conservation Plan (TCPII/63/99). A Type I Tree Conservation Plan has not been submitted for review because there is an approved Type II Tree Conservation Plan. The Preliminary Plan of Subdivision, 4-01080, is consistent with the previously approved TCPII. No further information is required.

There are no other significant environmental issues associated with this application.

2. Community Planning●The Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity (1993) recommends commercial office use for the property. The plan encourages future development which maximizes tree preservation in a design that promotes an office/campus appearance with integrated vehicular circulation and buffering along the abutting streets and the high density residential properties. This recommendation is applicable to the entire 20-acre, C-O-Zone site. Past developments on other sections of the 20-acre property have not implemented the master plan site design recommendations addressed above (except the buffering requirement along Good Luck Road), and therefore have compromised the applicability of campus-like appearances and integrated circulation site design recommendation for this site. This application attempts to rectify the situation by providing offices surrounding an open area with parking on the perimeter.
3. Parks and Recreation●The proposal is exempt from the mandatory park dedication requirements of Section 24-134 of the Subdivision Regulations because it is a nonresidential zone and no residential uses are proposed.
4. Trails●The *Adopted and Approved Glenn Dale-Seabrook-Lanham and Vicinity Master Plan* shows a multiuse trail along Greenbelt Road. To comply with the master plan recommendations, the applicant and the applicant's heirs, successors and/or assignees should be required to construct an eight-foot wide, asphalt, multiuse trail along the subject property's entire road frontage of Good Luck Road. This multiuse trail will replace the existing concrete sidewalk. Construction will be required at the time of road improvements.
5. Transportation●On October 26, 2001, the Transportation Planning Section presented a preliminary memorandum for the subject application in which a traffic study was requested. In accordance with the *Guidelines for the Analysis of the Traffic Impact of development Proposals*, a traffic impact study is recommended if the development generates more than 50 vehicle trips as proposed in preliminary plan application.

On October 3, 2001, staff meet with the applicant's traffic consultant and approved a Scoping Agreement for the preparation of the traffic impact study for the proposed 86,000 square feet of commercial office development.

On January 26, 2001, staff reviewed a traffic study submitted by the applicant for the purpose of establishing adequate transportation facilities for the proposed development on the subject site. The submitted traffic study was found to be inadequate in addressing the adequacy determination, as it did not provide specific details in addressing the adequacy of all critical intersections within the study area. As a result, and with the concurrence of the applicant's

attorney, staff did not refer the prepared study to the State Highway Administration (SHA) and the county Department of Public Works and Transportation (DPW&T). In order to make the required adequacy findings, the findings and recommendations outlined below are based on upon a detailed review of the relevant and available materials and additional analyses conducted by staff. These findings are in accordance with the procedures and methodologies outlined in the *Guidelines*.

Summary of Traffic Impacts

The application is a proposal to construct a total of 86,000 square feet of new commercial office. The property is zoned C-O. The *Guidelines* provide generalized trip rates for office in the C-O Zone. Using the recommended trip generation rates, the proposed plan to develop the site with an additional 86,000 square feet of office space would generate 172 (155 in and 17 out) new trips during the AM peak hour, and 159 (30 in and 129 out) new trips during the PM peak commuting hour, respectively.

The transportation staff has determined that the following intersections are to be considered critical intersections for the subject property:

- MD 193 (Greenbelt Road) and Good Luck Road (Signalized)
- MD 193 (Greenbelt Road) and Soil Conservation Road (Signalized)
- MD 193 (Greenbelt Road) and Cipriano Road (Signalized)
- Proposed Site Access and Good Luck Road (Unsignalized)

The existing conditions at the critical intersections for the proposed application are summarized below:

	Critical Lane Volume (CLV) (AM - PM)	Level of Service (LOS) (AM - PM)
MD 193 and Good Luck Road	1,270 - 1,326	C - D
MD 193 and Soil Conservation	1,1171 - 1,434	C - D
MD 193 and Cipriano Rd	1,101 - 1,128	B - C
Good Luck and Site Access	N/A	
*Note: The reported levels-of-service for an Unsignalized intersection are based on the projected peak hour delay for critical movements.		

The traffic conditions with background traffic (existing plus growth in through traffic plus traffic generated by approved but not built and/or occupied developments within the study area) are summarized below:

	Critical Lane Volume (CLV) (AM - PM)	Level of Service (LOS) (AM - PM)
MD 193 and Good Luck Road	1,378 - 1,416	D - D
MD 193 and Soil Conservation	1,300 - 1,555	C - E
MD 193 and Cipriano Rd	1,196 - 1,251	C - C
Good Luck and Site Access	N/A	

The total future traffic which represents the existing, background and the traffic that would be generated by the proposed development would further deteriorate the traffic conditions of the critical intersections. Total traffic under future conditions without any additional improvements is summarized below:

	Critical Lane Volume (CLV) (AM - PM)	Level of Service (LOS) (AM - PM)
MD 193 and Good Luck Road	1,456 - 1,583	E - E
MD 193 and Soil Conservation	1,318 - 1,563	D - E
MD 193 and Cipriano Rd	1,205 - 1,252	C - C
Good Luck and Site Access	N/A	C-C*
*The reported levels-of-service for an unsignalized intersection are based on the projected peak hour delay for critical movements.		

The applicant has noted that the provision of an additional left turn along southbound Soil Conservation Road would alleviate the negative impacts of the proposed subdivision for the intersection of MD 193 and Soil Conservation Road. It is important to note that Soil Conservation Road is a federally maintained roadway and federal plans call for its closure to general motorists. In lieu of offering additional transportation improvements or recommending specific trip reduction measures for the proposed development, the applicant's prepared traffic study suggests that the existing trip reduction and ride-sharing programs centered around NASA Goddard be enhanced and expanded. Because the suggested mitigation measures are not appropriate, staff considered the following additional improvements for mitigating the negative impacts associated with the proposed development:

- Reconfiguration of the eastbound and westbound approaches of MD 193 at its intersection with Good Luck Road to provide the following lane configuration for each approach, respectively:
 - Eastbound: an exclusive left turn lane, two through and a shared through and right turn lane.

- Westbound: two exclusive left turn lanes, two through lanes and a shared through and right-turn lane.
- Provision of bus shelters on both sides of MD 193 at its intersection with Good Luck Road.

With the suggested improvements, the projected future traffic conditions is summarized below:

	Critical Lane Volume (CLV) (AM - PM)	Level of Service (LOS) (AM - PM)
MD 193 and Good Luck Road	1,213 - 1,408	C - D
MD 193 and Soil Conservation	1,285 - 1,299	C - C
MD 193 and Cipriano Rd	1,205 - 1,252	C - C
Good Luck and Site Access	N/A	C-C*
*The reported levels-of-service for an unsignalized intersection are based on the projected peak hour delay for critical movements.		

Based on this analyses, adequate access roads will exist as required by Section 24-124 of the Prince George's County Code if proposed Preliminary Plan of Subdivision 4-01067 is approved with the three transportation-related conditions included in this report.

6. Schools ●The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.01 and 24-122.02 of the Subdivision Regulations and the *Regulations to Analyze the Development Impact on Public School Facilities* (CR-23-2001). The proposed subdivision is exempt from adequacy test for public schools because it is a commercial use only.
7. 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 West Lanham Hills Fire Station, Company 48, located at 8501 Good Luck Road, has a service response time of 3.25 minutes, which is within the 3.25-minute response time guideline for buildings 5 and 6. All other buildings are beyond the response time guideline.
 - b. The existing ambulance service at West Lanham Hills Fire Station, Company 48, has a service response time of 3.28 minutes, which is within the 4.25-minute response time guideline.
 - c. The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service response time of 3.99 minutes, which is within the 7.25-minute response time guideline.

- d. The existing ladder truck service at Glenn Dale Fire Station, Company 18, has a service response time of 3.99 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*. To alleviate the negative impact on fire and rescue services due to the inadequate service discussed, the Fire Department recommends that all commercial structures other than Buildings 5 and 6 be fully sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable Prince Georges County laws.

8. Police Facilities ● The proposed development is within the service area for District II-Bowie. In accordance with Section 24-122.1(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed Greenbelt Commercial development.
9. Health Department ● The Health Department reviewed the application and offered no comments.
10. 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, #8011890-1999-01, was approved with conditions on March 23, 2001, to ensure that development of this site does not result in on-site or downstream flooding. On-site systems will connect to the existing pond to the east. This pond will be converted to a public facility. This approval is valid through March 21, 2004. Development must be in accordance with this approved plan. While the Concept number appears on the preliminary plan, the approval date does not. Prior to signature approval of the preliminary plan, the approval date must be added to the plan.
11. Public Utility Easement ● The preliminary plan does not include the required 10-foot-wide public utility easement along Good Luck Road. Prior to signature approval, the preliminary plan must be revised to indicate this easement.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Total development of the subject property shall be limited to the equivalent of 86,000 gross square feet of commercial office development or any other permitted uses which generate no more than 172 AM and 159 PM peak hour vehicle trips. Any development that generates more peak hour trips than identified herein shall require an additional Preliminary Plan of Subdivision with a new determination of the adequacy of transportation facilities.
2. The following improvements shall be bonded for construction prior to the issuance of any building permits:
 - a. Reconfiguration of the eastbound and westbound approaches of MD 193 at its intersection with Good Luck Road to provide the following lane configuration for each approach, respectively:

- Eastbound: an exclusive left turn lane, two through and a shared through and right turn lane.
- Westbound: two exclusive left turn lanes, two through lanes and a shared through and right-turn lane.

Provision of these improvements may require additional widening of MD 193 to receive the additional through lane in each direction and modification to the existing traffic signal to accommodate these changes, and any other modifications as deemed necessary by SHA and/or the Prince George's County DPW&T.

3. Prior to the issuance of building permits, the applicant, his heirs, successors and/or assignees shall bond for construction bus shelters on both sides of MD 193 at its intersection with Good Luck Road in accordance with county and/or Washington Metropolitan Area Transit Authority requirements.
4. The applicant, his heirs, successors and/or assignees shall construct an eight-foot wide, asphalt, multiuse trail along the subject property's entire road frontage of Good Luck Road. Construction will be required at the time of road improvements. If the Department of Public Works and Transportation does not allow this trail in the right-of-way, this condition shall be void.
5. The parcel shall be platted as a lot.
6. Development shall be in conformance with the approved stormwater concept plan, Concept #8011890-1999-01, or any revisions thereto.
7. The following note shall be placed on the final plat:
 - An automatic fire suppression system shall be provided in all proposed buildings, other than buildings 5 and 6, in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.●
8. Prior to signature approval, the preliminary plan shall be revised to:
 - a. Graphically depict the required 10-foot-wide public utility easement.
 - b. Note the approval date and number of the stormwater management concept plan.