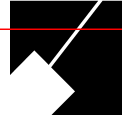


Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530



Comment [COMMENT1]: WHEN INSERTING  
 INFORMATION AT THE @ SIGN  
 REMEMBER TO USE INDENT FOR SECOND  
 LINE - NOT TAB. ALSO, IT WILL LOOK  
 LIKE THE TEXT IS GOING WACKO, BUT  
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*Note:* Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm)

## PRELIMINARY PLAN

**4-02080**

Application	General Data
Project Name:  <b>LANDOVER CROSSING SHOPPING CENTER</b>	Date Accepted 09/12/02
	Planning Board Action Limit 11/20/02
Location:  Southwest corner of Landover Road and Capital Beltway.	Tax Map & Grid 060/B-03&04
	Plan Acreage 19.6
Applicant/Address:  5035 Associates LTD. Partnership Rivercrest Realty Associates 8816 Six Forks Road, Suite #201 Raleigh, NC 27615	Zone C-S-C
	Lots 3
	Parcels 0
	Planning Area 72
	Council District 07
	Municipality N/A
	200-Scale Base Map 203NE08

Purpose of Application			Notice Dates	
COMMERCIAL SUBDIVISION			Adjoining Property Owners (CB-15-1998)	N/A
			Previous Parties of Record (CB-13-1994)	N/A
			Sign(s) Posted on Site	10/28/02
			Variance(s): Adjoining Property Owners	N/A
Staff Recommendation			Staff Reviewer: Whitney Chellis	
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 4-02080  
Landover Crossing Shopping Center, Lots 2-4

OVERVIEW

The subject property is found on Tax Map 60 in Grid B-3 and is known as Lot 1, previously having been the subject of a record plat of subdivision. Lot 1 is 19.61 acres, zoned Commercial Shopping Center (C-S-C) and originally subdivided in 1972 in Plat Book WWW 80@55. A final plat of subdivision was filed in 1989 in accordance with Section 24-108(a) of the Subdivision Regulations to remove a stormdrain easement shown on the original plat. That plat of correction was recorded in Plat Book NLP 145@90 in 1989.

Lot 1 has frontage on Brightseat Road to the west, an existing 120-foot arterial right-of-way, Brightseat Road to the south, a proposed 80-foot wide collector right-of-way and Landover Road to the north, an arterial facility with a variable width right-of-way. Previous record plats of subdivision for the subject property reflect a denied access to Landover Road from the subject property.

Dedication to adequately accommodate these rights-of-way has previously occurred. The site has two existing access points onto Brightseat Road along the west property line and one access onto Brightseat Road along the south property line. These access locations are to remain with no changes proposed by the applicant.

The site is currently improved with three structures, which include a Circuit City, a Sam's Club and a 7-Eleven. The applicant is proposing to subdivide the subject property into three lots to allow for fee-simple ownership. Each structure will be located on a separate lot having frontage on and direct vehicular access onto a public street. However, the applicant is proposing to establish a cross parking and access easement agreement between the three proposed lots.

SETTING

The subject property is located in the northeast quadrant of the intersection of Brightseat Road at the intersection with Sheriff Road, south of Landover Road. The property is southwest of the intersection of the Capital Beltway and Landover Road. The Landover Mall is north across Landover Road from the site. The surrounding properties are generally developed with mixed uses and zones.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	C-S-C	C-S-C
Use(s)	177,497 square feet Commercial	35,461 square feet of additional Commercial
Acreage	19.55	19.55
Lots	1	3

2. **Environmental**— This site is subject to the provisions of the Woodland Conservation Ordinance because it is more than 40,000 square feet in size, and contains more than 10,000 square feet of woodland. A Numbered Letter of Exemption from the Ordinance (E-83-00) for a specific activity was issued by the Environmental Planning Section, Countywide Planning Division, dated December 15, 2000, and expires on December 15, 2002. However, this Letter of Exemption will become null and void with the approval of the subject application for a Preliminary Plan of Subdivision. A simplified Forest Stand Delineation and a Type I Tree Conservation Plan has been submitted as part of the Preliminary Plan review, and were found to be acceptable. The Type I Tree Conservation Plan TCPI/54/02 is recommended for approval.

The site is developed and is characterized by terrain sloping to the west which drains into unnamed tributaries of the Lower Beaverdam Creek Watershed in the Anacostia River basin. There are no streams, wetlands, 100-year floodplain, severe slopes, or areas of steep slopes with highly erodible soils found on the property. The predominant soil types found to occur on the subject property, according to the Prince George's County Soil Survey, are Christiana, Collington, Mattapex and Mixed Alluvial. These soil series generally exhibit moderate to severe limitations to development due to a high and perched water table, impeded drainage, and steep slopes. 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 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.

3. **Community Planning**—The subject property is located within the limits of the 1993 Approved Master Plan for Landover and Vicinity, in Planning Area 72 in the Kent Community. The 2002 *General Plan* locates the property in the Developed Tier. The recommended land use for the property is for a commercial shopping center use. The proposed subdivision is consistent with the land use recommendations of the master plan.

The master plan also locates the northwestern portion of the property within a grade-separated interchange at Brightseat Road and Landover Road, as discussed further in the Transportation section of this report.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations the subject preliminary plan is exempt from the requirement of mandatory dedication of parkland because it is not a residential subdivision.

5. **Trails**— The Adopted and Approved Landover and Vicinity Master Plan designates Brightseat Road as a master plan trail/bike corridor. However, in the vicinity of the subject site, Brightseat Road has recently completed sidewalks and wide sidewalks along its entire length. Any more extensive road frontage improvements will be completed as part of a DPW&T capital improvement project. There are no master plan trail issues associated with this application.
6. **Transportation**—The Transportation Planning Section has reviewed the subdivision application referenced above. The site is occupied by an existing retail center. The applicant proposes to subdivide the single lot into three commercial lots. One proposed lot is currently undeveloped.

The findings and recommendations outlined below are based upon a review of relevant materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

#### **Growth Policy – Service Level Standards**

The subject property is located within the Developed 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) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 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.

#### **Staff Analysis of Traffic Impacts**

The applicant proposes to subdivide an existing partially developed lot into three separate commercial lots. The existing lot was platted as Landover Road, K-Mart (145-090) in 1989. Proposed Lot 3 contains an existing 144,766-square-foot retail center. Proposed Lot 2 contains a 32,731-square-foot retail building. Proposed Lot 1 is assumed to be planned for retail space as well.

Using a 0.25 floor-to-area ratio (FAR), staff finds that the subdivision of this property would ideally have considered the development of up to 212,958 square feet of retail development. In staff’s view, as long as the existing development and any future development stay within this square footage limit, there would clearly be no issue of transportation adequacy. A total of 177,497 square feet has been constructed to date, leaving a potential of 35,461 square feet to be developed. Therefore, the transportation staff believes that the proposed subdivision would generate no net trips as a result of creating the lot lines. There would be no resulting impact on traffic operations at the MD 202/Brightseat Road intersection, which is the development’s critical intersection, as a result of the subdivision.

The additional retail square footage would generate 43 AM and 113 PM peak hour vehicle trips (assuming a 50 percent rate of pass-by traffic). The transportation staff would propose limiting

additional development within the subdivision to permitted uses which would generate no more than the number of peak hour trips which are stated above.

The master plan indicates a proposed interchange at the intersection of MD 202 and Brightseat Road. Preliminary sketches by staff suggest that the future interchange would have a footprint that would occupy all of proposed Lot 1 and a quarter of proposed Lot 2. Since proposed Lot 1 is currently vacant, the plan was referred out for potential reservation on Lot 1 only (since reservation is intended to grant a tax break in return for forestalling development, lots which are currently developed, even in part, are not considered to be good candidates for reservation). Letters were received from both the State Highway Administration and the county Department of Public Works and Transportation. Both agencies expressed strong support for the use of reservation. The state even indicated that future improvements at the MD 202/Brightseat Road intersection would likely require additional slivers of land to accommodate additional turning lanes. However, neither agency has indicated a willingness to or likelihood of purchase of Lot 1 within a reservation period. Therefore, staff finds that the requirements for placement of a property in reservation under Subtitle 24 have not been met. Neither agency in their correspondence has offered a time period required to complete a purchase in accordance with the requirements of the law.

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 Subdivision Regulations if the application is approved.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001 and CR-38-2002) and concluded that the subdivision is exempt from the school APF test 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 fire and rescue facilities and concluded the following:
  - a. The existing fire engine service at Kentland Fire Station, Company 33, located at 7701 Landover Road, has a service travel time of 2.30 minutes, which is within the 3.25-minute travel time guideline.
  - b. The existing ambulance service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 4.71 minutes, which is beyond the 4.25-minute travel time guideline.
  - c. The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 4.71 minutes, which is within the 7.25-minute travel time guideline.
  - d. The existing ladder truck service at Tuxedo-Cheverly Fire Station, Company 22, located at 5711 Tuxedo Road, has a service travel time of 7.46 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*.

The existing ambulance service located at Kentland Fire Station, Company 46, is beyond the recommended travel time guideline. The nearest fire station, Kentland, Company 33, is located at 7701 Landover Road, which is 2.30 minutes from the development. This facility would be within the recommended response time for ambulance service.

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 District III-Landover. In accordance with Section 24-122.01(c) 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 Landover Crossing Shopping Center development. This police facility will adequately serve the population generated by the proposed subdivision
10. **Health Department**—The Health Department has reviewed the preliminary plan and visited the site and notes that there is an excessive amount of trash and other debris (paper, cans, glass, plastic and tires) found on the property. The debris should be removed and properly stored or discarded. The tires should be hauled away by a licensed tire hauler to a licensed scrap tire disposal facility of recycling center.
11. **Stormwater Management**— The Department of Environmental Resources (DER), Development Services Division, has previously determined that stormwater management is required. A Stormwater Management Concept Plan, # 8330647-2000-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Existing development on-site was constructed in accordance with that approved plan. The applicant is not proposing any additional development that would alter the previous approval.

## RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
  - a. To label the proposed Lots 2 through 4.
  - b. To locate the center line or baseline and ultimate right-of-way of all abutting rights-of-way.
  - c. To revise bearings and distances in accordance with record plat NLP 145@90.
  - d. To label all existing structures.
  - e. To provide reference to all previous record plats of subdivision.

2. Prior to the approval of the final plat of subdivision, the applicant, assessors and or assignees shall demonstrate that trash and debris identified by the Health Department on the property has been removed.
3. Development of the subject property shall be in conformance with Stormwater Management Concept approval #8330647-2000-00.
4. Total development within the subject property shall be limited to the existing retail development plus 35,461 square feet of retail space, or development that generates no more than 43 AM and 113 PM peak hour vehicle trips. Development of up to 5,000 square feet of retail space beyond the above quantity generating up to 7 AM and 16 PM peak hour trips shall not constitute a significant change in peak hour trip generation. Any development generating an impact greater than that identified above shall require a new preliminary plat of subdivision with a new determination of the adequacy of transportation facilities.
5. Prior to the issuance of permits, a Type II Tree Conservation Plan shall be approved.
6. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/54/02). The following note shall be placed on the Final Plat of Subdivision:

Development is subject to restriction shown on the approved Type I Tree Conservation Plan (TCPI/54/02), 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 and Subtitle 25.
7. All new commercial structures shall be fully sprinklered in accordance with National Fire Protection Association Standard 130 and all applicable Prince George's County laws.

STAFF RECOMMENDS APPROVAL OF TYPE I TREE CONSERVATION PLAN TCPI/54/02