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## Preliminary Plan 4-06061

Application	General Data
<b>Project Name:</b> <b>EAST GATE SHOPPING CENTER, LOT 2</b>  <b>Location:</b> North side of East Gate Drive at the southwest quadrant of Greenbelt Road and Lanham-Severn Road.  <b>Applicant/Address:</b> Greenbelt Hospitality, LLC. 1721 Reisterstown Road Pikesville, Maryland 21208	Date Accepted: 06/28/06
	Planning Board Action Limit: 12/16/06
	Plan Acreage: 2.65
	Zone: C-S-C
	Lot: 1
	Parcels: 0
	Planning Area: 70
	Tier: Developing
	Council District: 03
	Municipality: N/A
	200-Scale Base Map: 209NE09

Purpose of Application	Notice Dates
COMMERCIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-58-2003)                     05/17/06
	Sign(s) Posted on Site and Notice of Hearing Mailed:                     11/08/06

Staff Recommendation		Staff Reviewer: Ivy R. Thompson	
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 4-06061  
Eastgate Shopping Center, Lot 2

**OVERVIEW**

The subject property consists of approximately 2.65 acres of land in the C-S-C Zone. It is currently undeveloped land adjacent to the East Gate Shopping Center in the Lanham-Severn area. The applicant proposes to re-subdivide Lot 2 for development with a hotel. Access is proposed from an existing driveway to Greenbelt Road and from Forbes Boulevard, a road the applicant will dedicate and construct. This case was previously scheduled for the October 5, 2006 Planning Board. The applicant submitted a 70-waiver and requested a continuance at that hearing to address outstanding transportation issues.

The subject property was previously reviewed as Preliminary Plan of Subdivision 4-01067. The Planning Board's conditions of approval on Preliminary Plan 4-01067 are found in Resolution No. 02-26, which was approved on February 14, 2002.

The Planning Board also approved DSP-02039 and their conditions of approval are found in Resolution No. 02-258 C, which was approved on December 19, 2002. Grading and building permits have been issued for the site and much of the infrastructure has been built. A revision to DSP-02039 was approved in August 2006 to revise a building footprint. A second revision to DSP-02039 is pending to develop Lot 2 with a hotel.

**SETTING**

The property is located in the southwest quadrant of the intersection of Greenbelt Road (MD 193) and Lanham-Severn Road (MD 564). It is adjacent to the East Gate Shopping Center along Greenbelt Road. The overall property is zoned C-S-C and totals 19.95 acres. Lot 2 contains 2.65 acres. Abutting property to the east is zoned R-R, but is undeveloped.

**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	C-S-C	C-S-C
Use(s)	Vacant	Commercial
Acreage	2.65	2.65
Lots	1	1
Parcels	0	0
Mitigation	0	None

2. **Environmental**—The Environmental Planning Section has reviewed the revised Preliminary Plan of Subdivision 4-06061 and the Type I Tree Conservation Plan (TCPI/26/01-01), stamped as received on August 1, 2006. The Environmental Planning Section recommends approval of Preliminary Plan 4-06061 and TCPI/26/01-01, subject to the conditions provided at the end of this memorandum.

### **Background**

The Environmental Planning Section previously reviewed Preliminary Plan of Subdivision 4-01067. The Planning Board's conditions of approval on Preliminary Plan 4-01067 are found in Resolution No. 02-26. A Type I Tree Conservation Plan, (TCPI/26/01) was included in the Board's approval. The Planning Board also approved DSP-02039 and their conditions of approval are found in Resolution No. 02-258 C. The DSP has a Type II Tree Conservation Plan, TCPII/85/02, associated with it. Grading and building permits for the overall 19.95-acre site have been issued for the site and much of the infrastructure has been built.

An -01 revision to DSP-02039 was reviewed in May 2006 and is pending review by the Planning Board. The scope of DSP-02039-01 is to revise a building footprint. Although this revision is minor in nature, it also represents an -01 (single sheet) revision to TCPII/85/02.

The scope of the current proposal is to develop Lot 2 with a hotel. Preliminary Plan 4-06061 represents an -01 revision to TCPI/26/01.

### **Site Description**

The site is located in the southwest quadrant of the intersection of Lanham-Severn (MD 564) and Greenbelt Roads (MD 193). The overall property is zoned C-S-C and totals 19.95 acres. Lot 2 contains 2.65 acres. A review of year 2000 air photos shows Lot 2 was approximately 98 percent wooded; however, it was cleared in conformance with previously approved plans. According to available information there are no regulated environmental features associated with Lot 2. However, these features are present on other areas of the overall site. According to the Prince George's County Soil Survey three soils found to occur on this property. These soils include Christiana (two in this series: Christiana Clay and Christiana Fine Sandy Loam), Iuka Silt Loam, and Sunnyside Fine Sandy Loam. These soils have development constraints associated with them. The Christiana Fine Sandy Loam and Iuka soils have K-factors greater than 0.35, the Christiana soils at 0.43 and the Iuka at 0.37, respectively. The Christiana soils are prone to high shrink-swell potential, instability and slopes when streets and parking lots are constructed on them. Based on available information Marlboro clays are not associated with the site. Arterial roads, MD 193 and 564 are significant traffic noise-generators based on their road classifications as existing arterials. MD 193 is a major arterial and MD 564 is a minor arterial. Neither road is expected to generate traffic noise impacts in relation to the proposed hotel based on its distance from these two roads. There are no designated scenic or historic roads in vicinity of the property. Based on available information from the Maryland Department of Natural Resources Natural Heritage Program staff, there are no rare, threatened and endangered species found at this site. According to the Countywide Green Infrastructure Plan, Lot 2 has one feature from the plan associated with it, a network gap. The property is in the Subregion I Planning Area, the Folly Branch watershed of the Patuxent River basin and the Developing Tier of the adopted General Plan.

### **Environmental Review**

A staff-signed Natural Resources Inventory (NRI/058/06) was included in the preliminary plan submittal. The revised preliminary plan and TCPI have been reviewed in relation to the signed NRI. Both plans correctly show the PMA delineation and expanded buffers as depicted on the signed NRI. However, there are several discrepancies in relation to acreages shown on the submitted plans associated with Lot 2. More specifically, the TCPI refers to the gross tract area of Lot 2 as 2.60 acres and both the NRI and preliminary plan indicate the site acreage as 2.65 acres. There are conflicts in acreages shown in the TCPI and TCPII worksheets (based on a comparison of these two plans) that must be reconciled prior to certificate approval of the preliminary plan. For purposes of plan accuracy, all plans associated with a site must reflect the same acreages for the various aspects of the plan, including but not limited to the gross tract area, existing woodland, woodland cleared, etc. Prior to signature approval of the preliminary plan, the TCPI should be revised to reflect the accurate acreages as shown on the signed NRI and preliminary plan, including, but not limited to the gross tract area in the worksheet, existing woodland, woodland cleared, etc.

The site is subject to the Prince George's County Woodland Conservation Ordinance because there are approved Type I and Type II Tree Conservation Plans associated with it. A revised TCPI has been submitted and was reviewed. Two revisions are required in compliance with the Woodland Conservation Ordinance. The revised plan has an outdated TCPI signature approval block. The previous approval block should be removed and a current M-NCPPC TCPI signature approval block provided on the plan that has the typed in name of the plan reviewer and date of initial signature approval. After these revisions have been made, the qualified professional who prepared the plan should sign and date it and update the revision box.

MD 193 and MD 564 are traffic-noise generators. Both roads are classified as existing arterial roads. MD 193 is a major arterial and MD 564 is a minor arterial road. However, traffic noise impacts are not anticipated from these two arterial roads in relation to the proposed hotel based on its location. No information regarding traffic noise generated from MD 193 and MD 564 is necessary.

### **Water and Sewer Categories**

The Department of Environmental Resources (DER), Development Services Division, has determined that the 2001 water and sewer plan designated this property in water and sewer categories W-3 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated December 2003. Water and sewer extensions are required to service the proposed development. On-site lines may also be required. The Washington Suburban Sanitary Commission must approve all extensions.

3. **Community Planning**—This application is 2.65 acres in size and is located in the Developing Tier. The *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity* (1993) recommends retail commercial use of the property. This application is not inconsistent with the 2002 General Plan Development Pattern policies for 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. Based upon the zoning and proposed use, the application conforms to the recommendation of the master plan for a commercial shopping center. The subject property is further identified as part of the community activity center for the Lanham-Severn Road community. The master plan includes an illustrative concept for this activity center. The concept proposes development areas clustered around the main center. It also proposes access points. The plan further recommends that the owner develop a comprehensive

development and architectural scheme to enhance a more visually pleasing center. Site plan review is needed to determine site development relationships in this subdivision plan with the main center (not included in this subdivision) and for overall site appearance.

4. **Parks and Recreation**—According to Section 24-134(a) of the Prince George’s County Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of parkland requirements because the proposed use is nonresidential.
5. **Trails**—Preliminary Plan 4-06061, Eastgate Shopping Center, Lot 2 was reviewed for conformance with the Countywide Trails Plan and/or the appropriate area master plan in order to provide the master plan trails. The Adopted and Approved Glenn Dale-Seabrook-Lanham and Vicinity Master Plan recommends a master plan trail along Forbes Boulevard (renamed Eastgate Drive in the vicinity of the subject site). This trail will be implemented within the right-of-way along Eastgate Drive. A portion of this trail has been implemented along the existing segment of Eastgate Drive as an eight-foot wide concrete sidewalk immediately to the west of MD 564. This wide sidewalk is located on the south side of Eastgate Drive. From the information provided on the preliminary plan submittal, it appears that site access for Lot 2 will be from the existing driveway from Eastgate Drive to the shopping center. No additional construction for Eastgate Drive appears to be proposed as part of the subject application. The trail/wide sidewalk will be completed at the time of road construction. However, if the applicant is required to construct any portion of or their entire frontage of Eastgate Drive, the eight-foot wide concrete sidewalk shall be provided along the south side. There are no master plan trail recommendations at this time. The master plan trail will be completed at the time of road construction.
6. **Transportation**—The analysis presented in this memorandum was prepared as a replacement for the previous September 22, 2006 memorandum to staff (*Burton to Thompson*). The purpose of this revision is to allow staff to evaluate new information as a result of a new traffic study that was received by staff on November 1, 2006. All conclusions and recommendations contained within shall supersede the conclusions and recommendations of the previous memorandum.

The Transportation Planning Section has reviewed the Preliminary Plan of the above-referenced property. The 2.65-acre, C-S-C-zoned property is located to the east of Lanham Severn Road (MD 564), south of Greenbelt Road (MD 193) and adjacent to the existing Eastgate Shopping Center. The subject application proposes the construction of an All Suites Hotel/Motel consisting of 122 rooms.

## **Background**

On January 24, 2002, the Planning Board approved Preliminary Plan 4-01067 (PGCPB No. 02-26) for Eastgate Shopping Center. Pursuant to PGCPB 02-26, the preliminary plan (Lots 1, 2 & 3) was approved with several conditions including the following that relate to transportation:

7. *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. Any development other than that identified herein shall require an additional preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.*
8. *Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, or (b) have been permitted*

for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:

- a. *Change the eastbound and westbound MD 193 exclusive right turn lanes to right/through lanes at its intersection with Good Luck Road*
  - b. *Provide an additional left turn lane to northbound Mission Drive and an additional left turn lane to westbound MD 193 at the intersection of MD 193 with Mission Drive.*
  - c. *Provide access frontage widening to provide for four lanes along MD 564, a left turn lane along northbound MD 564 at the proposed intersection of MD 564 and the proposed access Forbes Blvd.*
9. *At the time of final plat, the applicant shall dedicate to public use, the right-of-way for Forbes Boulevard as shown on the preliminary plan.*

Staff is in receipt of an updated traffic study prepared for the applicant dated October 2006, but received November 1, 2006.

#### **Traffic Study Analyses:**

The study identified the following intersections as the ones on which the proposed development would have the most impact:

EXISTING CONDITIONS		
Intersection	AM	PM
MD 193 and Mission Drive	D/1,335	<b>D/1,359</b>
MD 193 and MD 564	F/1,346	<b>F/1,321</b>
MD 564 and site entrance	A/26.3 secs.	<b>E/42.8 secs</b>

The traffic study identified 10 background developments whose impact would affect some or all of the study intersections. Additionally, a growth rate of 1 percent per year (between 2006 and 2009) was applied to the existing traffic counts along MD 564. A growth rate of 2 percent per year was applied to the through traffic along MD 193. A second analysis was done to evaluate the impact of the background developments on existing infrastructure. The analysis revealed the following results:

BACKGROUND CONDITIONS		
Intersection	AM	PM
MD 193 and Mission Drive	D/1,384	<b>D/1,362</b>
MD 193 and MD 564	<b>F/1,919</b>	<b>F/1,628</b>
MD 564 and site entrance	<b>F/38.7 secs.</b>	F/479.1 secs.

Discussion between the traffic consultant and staff revealed that at the time of the approval of the original Eastgate Preliminary Plan of Subdivision (4-01067), trips attributed to Lot 2, which is the subject of the current application, were not computed in any of the analyses on which adequacy was determined. It was further revealed that the total square footage (gross floor area) of the buildings that are now under construction pursuant to the original plan (4-01067) is less than the GFA that was used as the basis of the original findings of adequacy. This reduction in GFA has the practical effect of creating excess capacity that could be earmarked for Lot 2 which is the subject of this application (4-06061). The following table shows the breakdown of reassigned trips:

Total Retail (2001 study)	16,000				
Total Restaurant (2001 study)	17,100				
Currently being constructed - Retail	8,400				
Currently being constructed - Restaurant	16,643				
		<b>AM Peak</b>		<b>PM Peak</b>	
		<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>
Remaining Retail	7,600	20	13	46	46
Remaining Restaurant	457	3	3	5	4
<b>Total Trips Remaining</b>		<b>24</b>	<b>16</b>	<b>50</b>	<b>49</b>
Pass-by (30 percent)*		7	5	15	15
Diverted (30 percent)*		7	5	15	15
Total New Trips Remaining		9	6	20	20
<b>New Land Use—Hotel (2006)</b>		43	37	55	43
<b>Total New Trips Generated by Hotel</b>		<b>34</b>	<b>31</b>	<b>35</b>	<b>23</b>
* Same percentage used in 2001 study					

Using the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*, the study has indicated that the proposed development of a hotel/motel (with 122 units) will be adding 65 (34 in; 31 out) new AM peak hour trips and 58 (35 in; 23 out) new PM peak hour trips at the time of full build-out. A third analysis was done, whereby the impact of the proposed developments was evaluated. The results of that analysis are follows:

TOTAL CONDITIONS		
Intersection	AM	PM
MD 193 and Mission Drive	D/1,391	D/1,375
MD 193 and MD 564	F/1,924	F/1,633
MD 564 and site entrance	F/69.4 secs.	F/568.5 secs.

The results shown in the table above have indicated that the intersection of MD 193 and MD 564 will continue to operate inadequately (LOS F) under “total” condition. It was suggested in the traffic study that significant improvements be provided to bring the operations up to acceptable standard. To that end, the traffic consultant suggested the following improvements:

- Install a shared through/right turn lane along the westbound approach of MD 193 such that the westbound approach has dual left turn lanes, two through lanes, and a shared through/right turn lane.
- Install split phasing for the northbound and southbound approach of MD 564 and provide striping improvements along both approaches such that each approach has an exclusive left turn lane, a shared through/left turn lane, a through lane and an exclusive right turn lane.

Based on these proffered improvements, the study has projected the following improvements:

TOTAL CONDITIONS with improvements		
Intersection	AM	PM
MD 193 and MD 564	C/1,267	D/1,432

In closing, the traffic study concluded that “with the changes recommended above, all the study area intersections are expected to accommodate the trips generated by the development of Lot 2 of the Eastgate Shopping Center, and are expected to operate at LOS D or better during both AM and PM peak hours.”

#### **Staff review and comments:**

Upon review of the applicant’s traffic study, staff does not totally concur with its findings and conclusion. While staff agrees that the recommended improvements at MD 193/MD 564 intersections would lower the projected LOS/CLV to within an acceptable level, approval of these improvements, which falls entirely within the authority of the State Highway Administration (SHA) maybe problematic. As correctly indicated in the traffic study, the provision of an additional westbound through lane could become a challenge, given the fact that a bridge (along MD 193) is located a mere 400 feet east of the MD 564 intersection. Because of this potential conflict, the input from SHA regarding approval of these improvements takes on added significance. Unfortunately, as of this writing, staff has not received any input from SHA regarding the improvements being proffered by the applicant. This traffic study was received on November 1, 2006 and was sent out on referral to SHA and DPW&T the following day. Both agencies are asked to provide staff with their responses within 30 days. Consequently, a response from SHA is not due to staff until December 2, 2006.

The DPW&T did offer comments based on the original traffic study that was sent out on referral. In an August 1, 2006 memorandum to staff (*Issayans to Burton*) Mr. Issayans, the county’s chief Traffic Engineer, recommends a number of off-site improvements, many of which fall under the jurisdiction of the SHA. Within DPW&T’s purview however, Mr. Issayans recommends that the applicant conduct a signal warrant study for the MD 564/site entrance intersection after build-out of the subject application occurs, and install a signal if deemed necessary. DPW&T also requires that the applicant construct the propose Eastgate Drive which is a master planned urban collector road (C-339R). Staff supports the construction of Eastgate Drive (C-339R)

#### **TRANSPORTATION STAFF FINDINGS**

The application is a preliminary plan of subdivision for a hotel/motel consisting of 122 units. Based on trip rates from the *Guidelines*, this proposed development will be generating 80 (43 in; 37 out) AM peak hour trips and 98 (55 in; 43 out) PM peak hour trips at the time of full build-out. However, taking into consideration the effect of pass-by traffic, as well as surplus capacity created by the un-built portion of the



previously approved Eastgate center, the net number of new trips that this site will generate is 65 (34 in; 31 out) AM peak hour trips and 58 (35 in; 23 out) PM peak hour trips.

The traffic generated by the proposed preliminary plan would impact the following intersections:

- MD 193 and Mission Drive
- MD 193 and MD 564
- MD 564 and site entrance

None of the intersections, identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program:

The subject property is located within the Developing 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) 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 following intersections, when analyzed with the total future traffic as developed using the *Guidelines*, were not found to be operating at or better than the policy service level defined above:

- MD 564 and MD 193
- MD 564 and site entrance

In light of the finding above, the traffic study recommends the following improvements for the MD 193/MD 564 intersections:

- Install a shared through/right turn lane along the westbound approach of MD 193 such that the westbound approach has dual left turn lanes, two through lanes, and a shared through/right turn lane.
- Install split phasing for the northbound and southbound approach of MD 564 and provide striping improvements along both approaches such that each approach has an exclusive left turn lane, a shared through/left turn lane, a through lane and an exclusive right turn lane.

The proffered improvements (if approved by SHA) would result in a CLV/LOS of C/1,267 during the AM peak hour and D/1,432 during the PM peak hour

## TRANSPORTATION STAFF CONCLUSIONS

The Transportation Planning Section concludes that adequate access roads will exist as required by Section 24-124 of the Prince George's County Code if the application is approved with conditions.

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 and CB-30-2003 and CR-23-2003 and concluded the above subdivision is exempt from review because it is a commercial 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 existing fire engine service at Glenn Dale Fire Station, Company 18 located at 11900 Glenn Dale Boulevard has a service travel time of 2.56 minutes, which is within the 3.25 minutes travel time guideline.

The existing paramedic service at Glenn Dale Fire Station, Company 18 located at 11900 Glenn Dale Boulevard has a service travel time of 2.56 minutes, which is within the 7.25 minutes travel time guideline.

The existing ladder truck service at Bowie Fire Station, Company 19 located at 13008 9<sup>th</sup> Street has a service travel time of 5.28 minutes, which is beyond the 4.25 minutes travel time guideline.

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 *Adopted and Approved Public Safety Master Plan 1990* 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 commercial developments. The plan includes planning guidelines for police and they are:

Station space per capita: 141 square feet per 1,000 commercial developments.

The police facilities test is done 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 1000 residents, 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. **Library Facilities**—The site is located in the area recommended by the *Approved and Adopted Glenn Dale, Seabrook, Lanham and Vicinity Master Plan* with a proposed floating library symbol. A copy of the preliminary plan and case file cover sheet were sent to the Prince George's County Memorial Library System Branch Services for their comments. The Prince George's County Memorial Library System does not foresee the need for a public library at this site. There are at least three libraries within an easy commute of this site, and the library system does not at this time have future plans for this immediate community in its capital improvement program.
11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has approved Stormwater Management Concept Plan 21701-2001-00 with five conditions. Development must be in accordance with this approved plan.

12. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan of subdivision for the Eastgate Shopping Center, Lot 2 property and has no comments to offer.
13. **Archeology**—Historic Preservation staff has reviewed the subject application and found that the developing property does not include any historic resources protected by the *Historic Sites and Districts* Plan. However, there is a Historic Site, St. George's Chapel (Historic Site 70-052-27), 7010 Glen Dale Road, located approximately 500 feet south east of the subject property across Lanham Severn Road. Between the developing property and St. George's Chapel, there is undeveloped land on the west side of Lanham Severn Road; between this land and the developing property, a new section of Eastgate Drive (formerly Forbes Boulevard) is planned. As a result, while a portion of the new developing property may be visible from the historic site, they are not adjacent, and the developing property will have no substantive impact on the views from the historic site.

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 that the probability of finding archeological sites within the developing property is low.

Section 106 Review may require an archeological survey for state or federal agencies, however. 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.

14. **Historic Preservation**—The Historic Preservation and Public Facilities Section has reviewed the subject area and has found that there is no effect on historic resources.
15. **Subdivision**—The subject property is zoned C-S-C. Although the subject application is not proposing any residential development, it is adjacent to property that is zoned for residential use. Because there exist different adequate public facility tests and there are considerations for recreational components for residential subdivision, any future consideration for residential development beyond one single-family dwelling should require the approval of a new preliminary plan of subdivision

## RECOMMENDATION

Staff recommends APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan, the TCPI shall be revised as follows: Reflect the accurate acreages regarding the gross tract area of Lot 2 as shown on the signed NRI and preliminary plan, including, but not limited to the gross tract area in the worksheet, existing woodland, woodland cleared, etc.
2. Prior to signature approval of the preliminary plan, the TCPI shall be revised as follows:
  - a. Provide a current M-NCPPC TCPI signature approval block on the plan that has the typed in name of the plan reviewer and date of initial signature approval.

- b. Remove the existing signature approval block.
  - c. After these revisions have been made, have the qualified professional who prepared the plan sign and date it and update the revision box.
- 3. 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.
  - 4. Development must be in accordance with the approved Stormwater Management Concept Plan 21701-2001-00.
  - 5. A detailed site plan shall be approved prior to the approval of building permits. The site plan shall demonstrate conformance to the master plan concept for the community activity center that includes the clustering of buildings within the shopping center to promote pedestrian circulation and a focal point.
  - 6. A Type II Tree Conservation Plan shall be approved in conjunction with detailed site plans.
  - 7. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency.

(A) At MD 193 and MD 564 intersection

- Install a shared through/right turn lane along the westbound approach of MD 193 such that the westbound approach has dual left turn lanes, two through lanes, and a shared through/right turn lane.
- Install split phasing for the northbound and southbound approach of MD 564 and provide striping improvements along both approaches such that each approach has an exclusive left turn lane, a shared through/left turn lane, a through lane and an exclusive right turn lane.

(B) Eastgate Drive (C-339R)

- Construct the proposed Eastgate Drive (C-339R) pursuant to DPW&T specification.
- 8. Prior to the issuance of building permit the applicant shall conduct a signal warrant study for the MD 564/site entrance intersection and install a signal if deemed necessary.
  - 9. Any residential development of the subject property, other than one single-family dwelling, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.

STAFF RECOMMENDS APPROVAL OF TYPE I TREE CONSERVATION PLAN TCP I/26/01-01.