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Preliminary Plan 4-06051

Application	General Data
Project Name: CAPITAL COMMERCE PARK/ LARGO COMMONS Location: Intersection of Landover Road and Arena Drive. Applicant/Address: Saint Paul's Development Corporation 5817 Allentown Way Temple Hills, Maryland 20748	Date Accepted: 06/07/06
	Planning Board Action Limit: 11/16/06
	Plan Acreage: 10.9821
	Zone: I-3
	Lot: 1
	Parcels: 0
	Planning Area: 73
	Tier: Developing
	Council District: 06
	Municipality: N/A
200-Scale Base Map: 202NE09	

Purpose of Application	Notice Dates
INDUSTRIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-58-2003) 04/11/06
	Sign(s) Posted on Site and Notice of Hearing Mailed: 10/16/06

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 4-06051
Capital Commerce Park / Largo Commons

OVERVIEW

The subject property is currently known as Lot 2, Block C and is located on Tax Map 67, Grid F-1 It consists of approximately 10.98 acres of land in the I-3 Zone and is located at the intersection of Landover Road and Arena Drive. Sole access to the property will be from Apollo Drive. The site is currently undeveloped. There are a number of proposed developments underway at the subject property, which is being developed under a condominium regime that include a restaurant, pharmacy, and a bank. The applicant is proposing to develop a Hotel at the subject site.

The property was the subject of Preliminary Plan 4-89129, approved by the Planning Board on August 3, 1989. The resolution of approval, PGCPB Resolution 89-407 was adopted on August 3, 1989. The property is the subject of record plat NLP 150@83 and is known as Capital Commerce Park.

Previous approvals established a vehicular trip cap and denied direct access to the subject property via Arena Drive and Landover Road (MD 202). The proposed development will exceed the established trip cap, which is why the property is subject to a new preliminary plan. This will be further discussed in Finding 7 of this staff report.

SETTING

Located in the Developing Tier, the subject property is located in the Largo Town Center Metro Area. It is surrounded by other properties that are zoned for industrial, I-3 and commercial uses, M-A-C. The subject property is zoned I-3.

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	I-3	I-3
Use(s)	Commercial	Commercial
Acreage	10.98	10.98
Lots	1	1
Parcels	0	0
Structures	0	0
Mitigation		No

2. **Environmental**—The Environmental Planning Section has reviewed the above referenced Preliminary Plan of Subdivision, 4-06051, and Type I Tree Conservation Plan, TCPI/29/06, received on August 1, 2006. The Environmental Planning Section recommends approval of Preliminary Plan of Subdivision, 4-06051, and Type I Tree Conservation Plan, TCPI/29/06, subject to the environmental conditions at the end of this memorandum.

BACKGROUND

This site was previously reviewed by the Environmental Planning Section in conjunction with the approvals of Preliminary Plan of Subdivision, 4-89128; Detailed Site Plans, DSP-94045 and DSP-02034 with subsequent revisions; and a Type II Tree Conservation Plan TCPII/23/95 with subsequent revisions. The most recent revision to the Type II Tree Conservation Plan, TCPII/23/95-03, was approved on December 22, 2003. The site currently has a Detailed Site Plan, DSP-02034/08, and revised Type II Tree Conservation Plan, TCPII/23/95-04, that are under review. The current application proposes the construction of a hotel, restaurant, and office retail building on the north portion of Capital Commerce Park, Lot 2.

Site Description

This 10.98-acre site (Lot 2, Block C) in the I-3 zone is located in the northwest quadrant of the intersection of MD 202 and Arena Drive. A review of the available information indicates that streams, wetlands, and 100-year floodplain do not occur on the property. Transportation-related noise impacts are not an issue on this site because of the proposed use. The soils found to occur according to the Prince George's County Soil Survey includes Collington fine sandy loams and Mixed alluvial land. Some of these existing soils have limitations that would have some impact on the development of this property. According to available information, Marlboro clay is not found to occur on this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this property. This property is located in the Southwest Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted 2002 adopted General Plan. This site is not within any network of the Countywide Green Infrastructure Plan.

Environmental Review

The site has a staff signed Natural Resources Inventory, NRI/057/06. The NRI correctly reflects the existing woodland acreage of 3.56 acres, and the original woodland acreage that is subject to the Woodland Conservation and Tree Preservation Ordinance, 8.11 acres. The site does not contain any regulated features. There is no priority woodland on this site. No further information with respect to the Natural Resources Inventory is required.

This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the site has a previously approved Tree Conservation Plan, TCPII/23/95-03. A Type I Tree Conservation Plan, TCPI/26/06, has been submitted and reviewed.

The site originally contained 8.11 acres of woodland; however, approximately 4.46 acres have been cleared in accordance with the approved TCPII, which was approved to clear the entire site. The site previously contained 1.72 acres of the 100-year floodplain. The floodplain has been filled in accordance with the previously approved detailed site plan. This TCPI proposes to clear the remaining 3.65 acres of on-site woodland. The woodland conservation threshold has been

correctly calculated at 1.34 acres, or 15% of the net tract. The total requirement for the site is 5.66 acres based on the proposed clearing. The TCPI proposes to meet the requirement with 5.66 acres of off-site mitigation, which meets the requirements of the Woodland Conservation Ordinance.

The associated TCPI is not in conformance with the DSP because it does not show the existing or proposed grading, proposed building footprints, and the conceptual stormwater management. The plans will need to be revised to show these features.

The sign and fencing details need to be removed from the plan. These features are not required on a TCPI. The revision block needs to show the correct TCPI number and show the signature block on each sheet of the TCPI.

The plan shows two TCPI worksheets. The worksheet in boldface type is crossed out and appears to be from a previously approved TCPI. The other worksheet is incomplete because it does not show the gross acreage, floodplain acreage, etc., that is required on a TCPI worksheet. The old worksheet that is crossed out should be removed and the completed TCPI worksheet for the current plan should be shown. Prior to signature approval of the preliminary plan, the TCPI should be revised.

This site is located near the headwaters of Southwest Branch, which is a tributary to the Patuxent River. Section 24-101 of the Subdivision Ordinance provides the definition of the features of the Patuxent River primary management area (PMA). The 100-year floodplain no longer occurs on the property because the site has obtained valid permits from the U.S. Army Corps of Engineers and the Maryland Department of the Environment to permanently disturb these features. No additional information is required with respect to the PMA and proposed PMA impacts.

This property is located within a transportation-related noise impact zone due to its proximity to MD 202. The proposed hotel should provide noise mitigation to 45 dBA (Ldn) or less for interior areas. Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis should be placed on the building permits stating that building shells of structures within prescribed noise corridors have been designed to reduce interior noise levels to 45dBA (Ldn) or less.

Copies of the approved stormwater management concept letter and associated plans were included in the application. The TCPI does not reflect the proposed concept plan. The TCPI should be revised to reflect the concept plan prior to approval of the preliminary plan. Prior to signature approval of the preliminary plan, the TCPI should be revised to reflect the stormwater management concept plan.

Water and Sewer

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 Category 3. Existing water and sewer service is available. The applicant should apply for plumbing permits for additional buildings on the property via the Washington Suburban Sanitary Commission.

3. **Urban Design**—The Urban Design Section of Development Review has reviewed the proposed subdivision application for 4-06051-Capital Commerce Park/Largo Commons.

Urban Design staff has worked on several detailed site plan applications on this site. Considerations have included primarily the architectural design of the buildings and compliance with the *Prince George's County Landscape Manual*, including provisions regarding interior parking lot landscaping and the landscaping of the road frontages in the development. The sole purpose of the subject application is to obtain approval of an increase in the trip cap on the property. Further, we understand that the Transportation Planning Section is requiring a new traffic study of the applicant in order to assist them in making the determination as to whether or not, or under which conditions, such an increase would be advisable.

conceptual site plan conformance

The proposed preliminary plan of subdivision conforms to the requirements of CSP-87168/01, the conceptual site plan applicable to the subject site.

Conclusion

The issues raised by the subject application are independent of Urban Design considerations and such considerations will be addressed during the detailed site plan application process, at such time as further development is permitted to go forward on the site as a result of the increase in the allowable trip cap on the property.

4. **Community Planning**—This application is located in the Developing Tier. This application is not inconsistent with the 2002 *General Plan* Development Pattern policies for the Developing Tier because of the land use and density proposed. 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. The proposed subdivision conforms to the recommendations of the *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* (2004).
5. **Parks and Recreation**—In accordance with Section 24-134 (a) of the Prince George's County Subdivision Regulations, the subject subdivision is exempt from Mandatory Dedication of Parkland requirements because it consists of non-residential development.
6. **Trails** - Preliminary Plan 4-06011, Capital Commerce Park/Largo Commons, was reviewed for conformance with the Countywide Trails Plan and the appropriate area Master Plan in order to provide the master plan trails. The *Approved Sector Plan and Sectional Map Amendment Morgan Boulevard and Largo Town Center Metro Areas* designates Arena Drive as a master plan trail corridor. This has been implemented along various segments of Arena Drive as an eight-foot wide concrete sidewalk. These segments include the FedEx Field site, as well as several locations outside the Capital Beltway.

Staff recommends the provision of an eight-foot wide sidewalk along the subject site's entire frontage of Arena Drive. This sidewalk should be placed within the public right-of-way, unless modified by DPW&T. The site immediately to the west of the subject property has also been improved and currently includes an eight-foot wide sidewalk along its frontage.

Landover Road (MD 202) is designated as a master plan bikeway in the sector plan. Striping for bike lanes, other pavement markings, and/or bikeway signage should be considered by SHA at the time of road resurfacing or improvement. However, staff does recommend the provision of one "Share the Road with a Bike" sign at this time to alert motorists to the possibility of in-road bicycle traffic.

Staff also recommends the provision of sidewalks internal to the site. However, this can be addressed at the time of detailed site plan.

7. **Transportation**—The Transportation Planning Section has reviewed the subdivision application 4-06051, Capital Commerce Park/Largo Commons. The subject property consists of approximately 10.94 acres of land in the I-3 zone. The property is located in the northwest quadrant of the intersection of MD202 (Landover Road) and Arena Drive. The applicant proposes to develop the site with an office building of 118,000 Gross Square Feet (GSF), a restaurant of 6,659 GSF, a hotel with 159 rooms, and a commercial retail building of 9,845GSF.

The subject property is a portion of a larger development plan (Lot 2), which was submitted as Preliminary Plan 4-89129. On August 3, 1989, the Prince George's County Planning Board approved the Preliminary Plan of Subdivision 4-89129, limiting the development to no more than 300,000 GSF of office space, as well as requiring all development conform to the 580 AM and 537 PM peak hour vehicle trip caps. There are several other transportation-related conditions, such as: prohibiting direct ingress/egress to or from MD202 and to or from Arena Drive, and specific geometric improvements which all have been completed. Since the approval of Preliminary Plan 4-89129, there has been development of a 20,000 GSF post office on Lot 1, and a 4,068 GSF drive-in bank on Lot 2, which is under construction. A sit-down restaurant of 15,900 GSF has an approved detailed site plan on Lot 2. A drive-through pharmacy of 14,564 GSF with pending detailed site plan is also planned for Lot 2. A detailed tabulation of AM and PM peak hour trip generation for these approved or pending demonstrates that the site is within the established trip caps of 580 AM and 537 PM peak hour trips. Since, a large portion of the original Lot 2 remains vacant, the applicant has submitted the Preliminary Plan of Subdivision 4-06051 for the purpose of increasing the required peak hour vehicle trip caps, particularly the PM trip cap.

At the Subdivision Review Committee Meeting for the subject property staff recommended submission of a traffic impact study. The applicant prepared a traffic impact study dated July 28, 2006. Staff raised a number of issues with regard to the study assumptions and procedures, some of which have been addressed by the latest revisions received from the applicant's traffic consultant on October 30, 2006. As a result, the findings and recommendations outlined below are not only based upon the submitted traffic study recommendation, but also, based on a review of additional materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the Guidelines.

Growth Policy—Service Level Standards

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.

Staff Analysis of Traffic Impacts

The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

- MD 202/Arena Drive/Lake Arbor Way (signalized)
- MD 202/Technology Way (signalized)
- Arena Drive/Lottsford Road (signalized)
- Arena Drive/Lottsford Road (signalized)
- Lottsford Road/Apollo Drive (unsignalized)

Existing traffic conditions within the study area are summarized as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 202/Arena Drive/Lake Arbor Way	1,220	1,150	C
MD 202/Technology Way	958	979	A	A
Arena Drive/Lottsford Road	743	1,030	A	B
Arena Drive/Apollo Drive	624	878	A	A
Lottsford Road/Apollo Drive	15.1*	20.5*	--	--
*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 <i>Guidelines</i> , 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 submitted traffic study provides an analysis for assessing the background traffic situation. This study considered the following:

- A 1.5% annual growth factor for through traffic along MD202 and other major roadways in the area. This is consistent with historical data.
- The 2008 as the build-out year, and an assumption that Arena Drive is fully operational on this date, even though the latest SHA Consolidated Transportation Program (CTP) shows constructions funds for two more years (2009 and 2010).
- Discount for pass-by trips and metro.
- Identified 25 background developments in the area.

Background conditions are summarized as follows:

BACKGROUND CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
MD 202/Arena Drive/Lake Arbor Way	1325	1389	D D
MD 202/Technology Way	1180	1430	B D
Arena Drive/Lottsford Road	989	1,376	A D
Arena Drive/Apollo Drive	813	1,203	A C
Lottsford Road/Apollo Drive	28.1*	38.5*	-- --
*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 <i>Guidelines</i> , 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 site is proposed for development of an office building of 118,000 gross square feet (GSF), a restaurant of 6,659 GSF, a hotel with 159 rooms, and a commercial retail building of 9,845GSF. As reported by the traffic study, the level of development would generate only 250 new AM peak hour trips (196 in, 54 out) and new 362 PM peak hour trips (146 in, 216 out). Using these figures, we obtain the following results under total traffic:

TOTAL TRAFFIC CONDITIONS			
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)
MD 202/Arena Drive/Lake Arbor Way	1405	1436	D D
MD 202/Technology Way	1220	1445	C D
Arena Drive/Lottsford Road	1025	1430	B D
Arena Drive/Apollo Drive	1079	1326	B D
Lottsford Road/Apollo Drive	42.1*	46.2*	-- --
*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 <i>Guidelines</i> , 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.			

Plan Comments

The subdivision plan is generally acceptable from the standpoint of access and circulation. The sole access to the site is limited to Apollo Drive. The plan shows no direct access along Arena Drive, or MD 202 (Landover Road).

Based on the projected traffic volume using the intersection of Arena Drive and Apollo Drive, the DPW&T staff recommends a queue analysis be conducted for the left-turn traffic along eastbound

Arena Drive, to determine whether or not, the existing left-turn lane along eastbound Arena Drive should be extended.

Transportation Staff Conclusions

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 Prince George's County Code if the application is approved with conditions.

8. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this preliminary plan for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded the subdivision is exempt from APF adequacy findings for schools because it is a commercial use.
9. **Police Facilities**—The approved 2002 General Plan addresses the provision of public facilities that will be needed to serve existing and future developments. The plan includes planning guidelines for police and they are:

Station space per capita: 141 square feet per 1,000 county residents.

The police facilities test is done on a countywide basis in accordance with the policies of the Planning Board. There are 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. **Fire and Rescue**—The Historic Preservation & Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

The existing fire engine service at Kentland Fire Station, Company 46 located at 10400 Campus Way South has a service travel time of 2.38 minutes, which is beyond the 3.25 minutes travel time guideline.

The existing paramedic service at Kentland Fire Station, Company 46 located at 10400 Campus Way South has a service travel time of 2.38 minutes, which is within the 7.25 minutes travel time guideline.

The existing ladder truck service at Kentland Fire Station, Company 33 located at 7701 Landover Road has a service travel time of 5.59 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 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.

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.

11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that this project is exempt from providing quantity treatment due to the presence of a regional lake. The use of a storm filter water quality device is approved for this project. The water quality volume shall be detained in an adequate size pipe or structure prior to filtration. The roadway shall be treated in an infiltration pond; detention is to be used in case infiltration is not feasible. The adequacy of the five-foot by nine foot receiving culvert is to be checked at the time of technical approval. State Highway Administration approval is required. The fee-in-lieu was based on 8.5 acres of new impervious surface. This is to be confirmed at the time of technical approval. This approval supercedes the previous approval dated October 17, 2003. Stormwater Management Concept Plan 29494-2003-00 has been approved with the conditions that an underground water quality, detention, infiltration and storm system are required at technical review. Development must be in accordance with this approved plan.
12. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan of subdivision for Capital Commerce Park / Largo Commons and has no comments to offer.
13. **Archeology**— Phase I 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 is low.

Section 106 Review may require 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 division has reviewed the subject area and has found that there are no effects on historic resources.
15. **Subdivision**—The subject property is zoned I-3. While 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 of Preliminary Plan 4-06051 and TCPI/26/06, subject to the following conditions:

1. Prior to signature approval of the preliminary plan, the TCPI shall be revised as follows:
 - a. Show the existing grading, proposed grading, building footprints, and infrastructure on the plan.
 - b. Remove the sign detail and fencing details from the plan;
 - c. Show the M-NCPPC signature block on each sheet of the TCPI and show the correct TCPI number (TCPI/29/06) in the signature block.

- d. Remove the old worksheet from the plan and revise the plan to show a completed TCPI worksheet with all of the required information.
 - e. Have the plan signed and dated by the qualified professional who prepared it.
2. Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures within prescribed noise corridors have been designed to reduce interior noise levels to 45dBA (Ldn) or less.
 3. Prior to signature approval of the preliminary plan, the TCPI shall be revised to reflect the stormwater management concept plan.
 4. Development of this site shall be in conformance with the approved stormwater management concept plan 29494-2003-00 and any subsequent revisions.
 5. Prior to the issuance of any permits, the Planning Board or their designee shall approve a detailed site plan per Finding 4 and Finding 8.
 6. The applicant and the applicant's heirs, successors, and/or assigns shall provide an eight-foot wide sidewalk along the subject site's entire frontage of Arena Drive. This sidewalk shall be within the public right-of-way, unless modified by DPW&T.
 7. The applicant and the applicant's heirs, successors, and/or assigns shall provide a standard sidewalk along the subject site's entire frontage of Apollo Drive, unless modified by DPW&T.
 8. The applicant, and the applicant's heirs, successors, and/or assigns shall provide the installation of one "Share the Road with a Bike" sign in accordance with State requirements and location approval. A note shall be placed on the final plat that installation will take place prior to the issuance of the first building permit.
 9. Compliance with all conditions of approved SP-87168/01, and conformance with SP- 87168/01.
 10. All proposed commercial structures shall be fully sprinkled in accordance with National Fire Protection Association Standard 13D and all applicable Prince George's County laws.
 11. In addition to existing, approved, and pending development (a 4,068 GSF drive-in bank, a sit-down restaurant of 15,900 GSF, and a drive-through pharmacy of 14,564 GSF), development on subject property shall be limited to any mix which would generate no more than 250 AM peak hour trips (196 in, 54 out) and 362 PM peak hour trips (146 in, 216 out).
 12. Prior to the issuance of any building permits within the subject property, the applicant shall submit to DPW&T a queue analysis for left-turning traffic from Arena Drive to Apollo Drive, and shall provide full financial assurances, and obtain construction permit, with an agreed-upon timetable for construction from DPW&T, for the extension of this turn bay, if deemed needed by DPW&T.
 13. A note shall be placed on the Final Plat stating that there shall be no direct access to Landover Road (MD 202) and Arena Drive.

14. 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.
15. In accordance with Division 9, Part 3 of the Zoning Ordinance, a Detailed Site Plan (DSP) shall be approved by the Planning Board.