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Preliminary Plan 4-10005

Application	General Data	
Project Name: Woodstream Church Location: Northeast quadrant of the intersection of Landover Road (MD 202) and Lottsford Road. Applicant/Address: Woodstream Church, Inc. 9800 Lottsford Road Bowie, MD 20721 Property Owner: Woodstream Church, Inc. 9800 Lottsford Road Bowie, MD 20721	Planning Board Hearing Date:	07/14/11
	Staff Report Date:	07/06/11
	Date Accepted:	03/07/11
	Planning Board Action Limit:	07/25/11
	Mandatory Action Timeframe:	140
	Plan Acreage:	15.28
	Zone:	I-3
	Gross Floor Area:	169,326 sq. ft.
	Lots:	1
	Parcels:	0
	Planning Area:	73
	Tier:	Developing
	Council District:	05
	Election District:	13
Municipality:	N/A	
200-Scale Base Map:	203NE09	

Purpose of Application	Notice Dates	
The addition of a private school of 550 students and a day care with 250 children to an existing church.	Informational Mailing	04/12/10
	Acceptance Mailing:	01/13/11
	Sign Posting Deadline:	06/14/11

Staff Recommendation		Staff Reviewer: Quynn Nguyen Phone Number: 301-780-2465 E-mail: Quynn.Nguyen@ppd.mncppc.org	
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 4-10005
Woodstream Church
Parcel 1

OVERVIEW

The subject site is located on Tax Map 60 in Grid E-3 and E-4, and is known Lot 1. The property consists of 15.28 acres within the Planned Industrial/Employment Park (I-3) Zone and is currently improved with a church, day care, and private school within a 81,719-square-foot-building, which is to remain. Lot 1 was recorded in Plat Book VJ 186 @ 52 on April 22, 1999. The applicant is proposing an 87,607-square-foot building for a private school of 550 students and a day care for 250 children as an addition to the existing church. The site will have a total of 169,326 square feet of gross floor area (GFA) of development.

The site was rezoned from the Rural Residential (R-R) Zone to the I-3 Zone through Zoning Map Amendment A-9604-C, which was approved by the District Council on April 11, 1988. The site also has an approved Conceptual Site Plan SP-96046 and an approved Detailed Site Plan SP-98001. The property has an approved Preliminary Plan of Subdivision 4-97013, Addison-King Property, which was for 109.46 acres including the subject site and Outparcel A (VJ 187@4). The resolution of approval was adopted by the Prince George's County Planning Board on April 24, 1997 (PGCPB Resolution No. 97-96) and contains 13 conditions. Condition 9 of the resolution established a trip cap for the development on the site. The proposed development exceeds the trip limit of approved Preliminary Plan 4-97013; therefore, this new preliminary plan of subdivision is required for the proposed development. A detailed site plan and amended conceptual site plan are also required for the proposed development prior to the approval of a new record plat, as required for all properties in the I-3 Zone (27-471(d)).

The site has frontage on Lottsford Road and Ruby Lockhart Boulevard. Lottsford Road is a master-planned arterial roadway with a right-of-way width of 170 feet. Ruby Lockhart Boulevard has an ultimate right-of-way width of 70 feet. The site has two existing accesses from Ruby Lockhart Boulevard. The site does not have access and does not propose any access onto Lottsford Road. The property contains regulated environmental features that are required to be protected pursuant to Section 24-130 of the Subdivision Regulations. The on-site regulated environmental features include a wetland with its associated wetland buffer and a regulated stream and its associated 75-foot-wide buffer. Section 24-130(b)(5) requires that the primary management area (PMA) be preserved in a natural state to the fullest extent possible.

A statement of justification was received and is supported as discussed further in the Primary Management Area section of this report. Lottsford Road is a designated scenic road in the vicinity of the subject site. The site is currently developed and the proposed additional development is in keeping with existing development in the area. No inventory of significant visual features for the right-of-way or viewshed analysis was required.

SETTING

The property is located in the southwest quadrant of the intersection of Lottsford Road and Ruby Lockhart Boulevard. The neighboring properties to the northwest of the site are zoned Mixed Use—Transportation Oriented (M-X-T) and are currently undeveloped. The neighboring properties to the southwest of the site are zoned I-3 and are occupied by office and warehouse buildings. The neighboring properties to the southeast are zoned Residential Medium Development (R-M) and are developed with townhouses.

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)	Church Private School Day Care (81,719 sq. ft.)	Church Private School Day Care (169,326sq. ft.)
Acreage	15.28	15.28
Lots	1	0
Outlots	0	0
Parcels	0	1
Dwelling Units	N/A	N/A
Public Safety Mitigation Fee	No	No
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on March 18, 2011.

2. **Community Planning**—The 2002 *Prince George’s County Approved General Plan* designates the subject property within 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 centers that are increasingly transit serviceable. The preliminary plan is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier by maintaining a pattern of moderate-density development through the proposed use of a church, private school and day care.

The applicant proposes to expand the existing church with a private school and day care facility. The 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* classified the property in the I-3 Zone. The preliminary plan conforms to the land use recommendations of the approved master plan for alternative residential development by developing a nonresidential use, a church with a school and day care.

3. **Urban Design**—The site is currently developed with an 81,719-square-foot church with a day care and private school. The site was rezoned from the R-R Zone to the I-3 Zone through Zoning Map Amendment A-9604-C, has an approved Conceptual Site Plan (SP-96046), and an approved Detailed Site Plan (SP-98001), which is discussed further in the Previous Approvals Section of this report.

2010 Prince George’s County Landscape Manual

The property is subject to the requirements of the 2010 *Prince George’s County Landscape Manual*. Specifically, the site is subject to Section 4.2, Landscaped Strips along Streets Requirements; Section 4.3, Parking Lot Requirements including (c)(1) Perimeter Landscaped Strip Requirements and (c)(2) Interior Planting Requirements; Section 4.4, Screening Requirements; and Section 4.9, Sustainable Landscape Requirements. It should also be noted that Lottsford Road is categorized as a scenic and historic arterial road and is within the Developing Tier; therefore, a 20-foot-wide landscape buffer to be planted with a minimum 80 plant units per 100 linear feet of frontage, excluding driveway openings, will be required in accordance with Section 4.6(c)(2), Buffering Development from Special Roadways. Compliance with these regulations will be reviewed at the time of detailed site plan.

Requirements of the Zoning Ordinance

In the I-3 Zone, the existing church is permitted. The proposed private school is permitted in the I-3 Zone in accordance with Section 27-475.06.01 of the Zoning Ordinance. The proposed day care facility is permitted in the I-3 Zone in accordance with Section 27-475.02.

Section 27-471, Regulations for the I-3 Zone (Planned Industrial/Employment Park)

A detailed site plan is required for all uses and improvements in the I-3 Zone, in accordance with Part 3, Division 9, of the Zoning Ordinance.

Additional buffering and screening, beyond the requirements of the Landscape Manual, may be required on the subject site to protect the park-like setting of the I-3-zoned property from adjoining or interior incompatible land uses. Additional buffering may be deemed necessary at the time of detailed site plan.

Section 27-475.02, Day Care Center for Children

An outdoor playground area will be required for the day care use. The Zoning Ordinance requires at least 75 square feet of play space per child for 50 percent of the licensed capacity, or 75 square feet per child for the total number of children to use the play area at one time, whichever is greater. The design of the outdoor play area for the day care use, including adequate sun shade during the warmer months, safety measures, and lighting, in accordance with Section 27-475.02, will be reviewed at the time of detailed site plan. The outdoor play area should be located as close as possible to the proposed day care facility and should also be properly protected from vehicles.

Section 27-475.06.01, Private Schools

An outdoor playground or activity area will be required for the private school use. At least 100 square feet of usable space is required per student. For a private school use of the proposed

size, a 55,000-square-foot outdoor area will be required. The design of the outdoor play area for the private school will be reviewed at the time of detailed site plan.

4. **Previous Approvals**—The site was rezoned from the R-R Zone to the I-3 Zone through Zoning Map Amendment A-9604-C, which was approved by the District Council on April 11, 1988. The site also has an approved Conceptual Site Plan SP-96046, an approved Preliminary Plan of Subdivision 4-97013, and an approved Detailed Site Plan SP-98001.

Conformance with Zoning Map Amendment A-9604-C

Zoning Map Amendment (ZMA), A-9604 was approved and the resolution was adopted by the Prince George’s County Planning Board on October 1, 1987 (PGCPB Resolution No. 87-454). The Zoning Map Amendment A-9604-C, for the subject property was approved by the District Council on April 11, 1988 (Zoning Ordinance No. 11-1988) with 11 conditions. The District Council carried forward many of the conditions of the Planning Board from resolution No. 87-454. Zoning Ordinance No. 11-1988 contains the following conditions of approval which are applicable to this preliminary plan:

1. **There shall be no grading or cutting of trees on the site prior to the approval of the Conceptual Site Plan, except on a selective basis by permission of the Prince George’s County Planning Board, when necessary for forestry management of water and sewer lines.**
2. **The Conceptual Site Plan shall include a tree stand delineation plan. Where possible, major stands of trees shall be preserved, especially along streams and where they serve as a buffer between the subject property and adjacent residentially zoned land.**

From the site directly east across Lottsford Road are residentially zoned lands (R-M) and are developed with townhouse. Conformance to Conditions 1 and 2 were evaluated at the time of conceptual site plan.

4. **Buildings located on lots that abut residentially zoned properties shall not exceed the height limit in that zone, unless a determination is made by the Planning Board that mitigating factors such as setbacks, topography and vegetation are sufficient to buffer the views from adjacent residential lands.**
5. **To the extent possible, development shall be oriented inward with access from internal streets. Individual building sites shall minimize access to Campus Way, St. Joseph’s Drive, and Lottsford Road, unless a determination is made that no safe, reasonable alternative is possible. Furthermore, direct access shall be prohibited from Landover Road. However, this shall not preclude a flyover ramp from Landover Road onto the property.**

The site is currently improved with a church, day care and private school within an 81,719-square-foot-building. The existing building is currently oriented toward Ruby Lockhart Boulevard. The site and existing building do not have access to Campus Way, St. Joseph’s Drive and Lottsford Road. This preliminary does not propose any new access and proposes to retain the site existing access to Ruby Lockhart Boulevard. Conformance to Conditions 4 and 5 regarding to proposed new buildings should be evaluated and determined by the Urban Design Sections at the time of detailed site plan review.

6. **The zoning herein is further specifically conditioned upon a test for adequate public facilities, as follows:**
- a. **A comprehensive traffic study shall be submitted for Planning Board review and approval with both the Conceptual Site Plan and Preliminary Plat of Subdivision application.**
 - b. **The traffic study shall include a staging plan that will identify what specific highway improvements are necessary for each stage of development. The traffic study and staging plan shall also address how the various development proposals and highway improvements in the Route 202 corridor (Beltway to Central Avenue) will be coordinated.**
 - c. **If Transportation Systems Management (TSM) techniques are necessary to assure adequate transportation capacity, the traffic study shall identify how TSM will be enforced, how it will be monitored, and the consequences if it is unsuccessful.**
 - d. **As part of its Conceptual Site Plan and Preliminary Plat of Subdivision approval, the Planning Board shall specifically find that existing public facilities and/or planned public facilities (to be constructed by the State, County or developer) are then adequate or will be adequate prior to any development being completed.**

This preliminary plan has been review for adequate transportation pursuant to Section 24-124 of the Subdivision Regulations as discussed further in the Transportation Section of this report.

- e. **Each Detailed Site Plan shall include a status report identifying the amount of approved development and status of corresponding required highway improvements. To approve a Detailed Site Plan, the Planning Board shall find the Plan is in conformance with the approval staging requirements.**

Conformance to condition 6e should be evaluated and determined at the time of detailed site plan.

8. **A minimum 150-foot building setback shall be required where the property abuts land in a residential zone or comprehensive design zone planned for residential uses. In addition, development or use of the subject property shall be substantially buffered from such residential uses by maintaining existing vegetation, where appropriate, and by the use of other buffers and screening techniques, such as fences, walls, berms and landscaping. The purpose of this condition is to separate commercial and employment activities from adjacent residential areas, in order to protect the integrity of the adjacent planned low-density residential neighborhoods.**

Conformance for appropriate building setbacks should be determined at the time of detailed site plan.

9. **All buildings, except single-family dwellings, shall be fully equipped with automatic fire suppression systems in accordance with National Fire Protection Association**

Standard 13 and all applicable County laws.

A condition is recommended which will be reflected on the record plat.

10. The District Council shall review for approval the Conceptual Site Plan, The Detailed Site Plan, and the preliminary plan of subdivision for the subject property

The applicant should be made aware that District Council review and approval is mandatory for the subject site at the time conceptual site plan and detailed site plan. The Planning Board is the final decision maker in the review of a preliminary plan of subdivision.

Conformance to Conceptual Site Plan

Conceptual Site Plan, SP-96046, was approved and the resolution was adopted by the Prince George's County Planning Board on April 17, 1997 (PGCPB Resolution No. 97-90). The Conceptual Site Plan for the subject property was approved by the District Council on November 24, 1997 with 12 conditions.

The District Council carried forward many of the conditions of the Planning Board from resolution No. 97-90. Conceptual Site Plan contains the following condition of approval which is applicable to this preliminary plan:

- 3. Total development within the subject property shall be limited to a 17,000 square foot church sanctuary plus 32,000 square feet of related auxiliary uses; or different uses generating no more than the number of peak hour trips (13 AM peak hour trips and 13 PM Peak hour trips) generated by the above development. Further development beyond this limitation shall require a new or amended Conceptual Site Plan and a new finding of adequate transportation facilities in accordance with Zoning Ordinance No. 11-1988.**

A new or amended conceptual site plan is required for the development proposed, as discussed further in the transportation section of this report.

- 8. At the time of Detailed Site Plan, adequate noise reduction measures shall be required for habitable structures located within the prescribed noise corridor in order to achieve compliance with State Acceptable Noise Standards of 65 dBA exterior and 45 dBA interior.**

Noise standards have been evaluated with this preliminary plan as discussed further in the environmental section of this report. Adequate noise reduction measures for the development proposed should be reviewed by the Environmental Planning Section at the time of detailed site plan.

- 9. Prior to submission of the Detailed Site Plan, the Forest Stand Delineation shall be amended to include an Inventory of Significant Visual Features of the site along Lottsford Road in accordance with requirements for designated scenic/historic roads.**
- 10. Roadway improvements on Lottsford Road shall take into consideration the Design Guidelines and Standards for Scenic and Historic Roads. Prior to Detailed Site Plan submittal, the applicant shall coordinate a meeting with the Department of Public**

Works and Transportation and the M-NCPPC to determine necessary roadway improvements and appropriate landscape treatment. Consideration shall be given to specific enhancement techniques which may include the re-creation of typical landscape features appropriate for a designated scenic/historic road.

An inventory of significant visual features for the right-of-way or viewshed analysis was not required with this preliminary plan because the site is currently developed. The 2010 *Prince George's County Landscape Manual* has requirements for landscape treatment and buffering from special roadways which should be reviewed at the time of detailed site plan.

- 11. At the time of Detailed Site Plan, special attention shall be given, but shall not be limited to the following:**
 - a. The provision of high-quality “signature style” architecture, appropriate for a County landmark site. The submitted architectural elevations shall indicate that the building has been designed “in the round”, with equal attention given to the design and fenestration of all façades.**
 - b. The views of the site from Lottsford, Landover and St. Joseph’s Road shall be carefully considered. Attractive screening of views of parking and service areas shall be strictly enforced.**
 - c. A sidewalk shall be provided along the entire frontage of Lottsford Road designed using the same materials and construction details as the sidewalk proposed on the opposite side of Lottsford Road along the Woodview Village frontage. The frontage shall also include extensive landscape planting.**

- 12. The location of all structures shall be in accordance with the Illustrative Site Plan.**

Conformance to Conditions 11 and 12 for the development proposed should be evaluated and determined at the time of detailed site plan.

Preliminary Plan and Detailed Site Plan

The property is the subject of a previously approved preliminary plan of subdivision. The Preliminary Plan of Subdivision 4-97013, Addison-King Property (Lot 1 and Outparcel A), was approved and the resolution adopted by the Prince George’s County Planning Board on April 24, 1997 (PGCPB Resolution No. 97-96). The resolution contained 14 conditions; many conditions were carried forward from the approved Conceptual Site Plan, SP-96046. The site has been recorded in Plat Book VJ 186@52 on April 22, 1999. Upon the approval, this preliminary should supersede the validity of Preliminary Plan of Subdivision 4-97013 for Lot 1 and a final plat should be record for the proposed Parcel 1. Conditions of approval of Preliminary Plan of Subdivision 4-97013 (PGCPB Resolution No. 97-96) have been brought forward with this preliminary plan as applicable.

The property has a previously approved detailed site plan. The Detailed Site Plan, DSP-98001, Addison-King Property, was approved and the resolution adopted by the Prince George’s County Planning Board on April 23, 1998 (PGCPB Resolution No. 98-98). The resolution contained 7 conditions; many conditions were carried forward from the approved preliminary plan and conceptual site plan. A revised detailed site pan is required for the development proposed on

subject property pursuant to Section 27-471 of the Zoning Ordinance. A DSP is required for all uses and improvements in the I-3 Zone.

5. **Environmental**—A Type I Tree Conservation Plan (TCPI/005/97-01), a statement of justification, and a signed Natural Resources Inventory (NRI/009/10) have been received and reviewed.

The subject property was included as a portion of the previously approved Type I Tree Conservation Plan, TCPI/005/97. A Type II Tree Conservation Plan (TCPII/015/98) was approved in 1999 and was implemented for the construction of the church. The approved TCPII was for the subject site alone. Because the site has a previously approved and implemented TCPII, the subject application is grandfathered with respect to woodland conservation under Subtitle 25, Division 2.

With regard to the environmental regulations that became effective on September 1, 2010, the subject application is not grandfathered under Subtitle 24 and Subtitle 27 with respect to the delineation of regulated environmental features because the application is a new preliminary plan of subdivision.

Site Description

An approved Natural Resources Inventory, NRI/009/10, indicates that streams and non-tidal wetlands are found to occur on the property. The predominant soils found to occur according to the US Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey, are in the Collington soil series. Marlboro clay does not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or near this property. Lottsford Road is a designated scenic road in the vicinity of the subject site (from Landover Road to Greenbelt Road). The property is located in the Southwest Branch watershed, in the Patuxent River basin. The property is in the Developing Tier as reflected in the adopted General Plan. This site is not within the designated network of the *Approved Countywide Green Infrastructure Plan*.

Master Plan Conformance

The Largo-Lottsford master plan does not indicate any environmental policies or strategies that should be implemented as part of the review of this application.

Conformance with the Countywide Green Infrastructure Plan

The *Approved Countywide Green Infrastructure Plan* indicates that the property is not within or near the designated network.

Environmental Review

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because the property has a previously approved tree conservation plan. The subject property was included as a portion of previously approved TCPI/005/97. A Type II Tree Conservation Plan (TCPII/015/98) was approved in 1999 and was implemented for the construction of the church.

A Type I Tree Conservation Plan (TCPI-005-97-01) was submitted with the preliminary plan application and has been reviewed. Because this site has clearing that occurred under a previously approved TCPII, the site statistics reflect those previously approved so that the previous clearing and the currently proposed clearing can be accurately calculated. The site also has a violation of the Woodland Conservation Ordinance that is being resolved with the current application.

Since the site has a previously approved TCPII, the acreage to calculate the woodland conservation on the TCPI should be consistent with the TCPII, which was approved before the road dedication on the site. The previously approved TCPII shows the gross tract area, including road dedication, for the site as 16.89 acres; however staff believe the gross tract area on the TCPII is incorrect. The record plat indicates that Lot 1 is 15.28 acres and the dedicated right-of-way of Ruby Lockhart Boulevard is 1.50 acres, which makes the gross tract area for site to be 16.78 acres. The worksheet shown on the TCPI should be revised to reflect the gross tract area as 16.78 acres as indicated on the record plat.

A portion of natural regeneration area (NRA-1) has been shown off-site. All woodland conservation must be provided within the boundaries of the property. The portion of NRA-1 that is located off-site must be removed. The specimen tree has been shown on the plan; however its associated critical root zone needs to be revised as shown on the approved NRI. The Specimen, Champion, and Historic Tree Table needs to be revised to fill-in the information on the disposition of the tree (to remain). The standard Type I tree conservation notes should be revised to include the preliminary plan number (4-10005) in Note 1, to include the associated stormwater management concept number (26582-2009) in Note 5, and to include the standard note regarding notification of the approved TCP to purchasers upon sale of the property. The plan needs to be revised to label the existing sewer line in the western corner of the property as a private sewer connection. After all revisions have been made, have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revisions made.

Subtitle 25, Division 3: Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned I-3 are required to provide a minimum of ten percent of the gross tract area in tree canopy. The subject property is 15.28 acres in size, resulting in a TCC requirement of 1.53 acres. It appears that the subject application will be able to meet the requirement using proposed woodland conservation through the provision of approximately 3.40 acres on-site woodland conservation. During the review of the first permit subsequent to this approval, the permit site plan will be required to demonstrate conformance with Subtitle 25, Division 3: Tree Canopy Coverage Ordinance.

The site has frontage along Lottsford Road, a master-planned arterial roadway, and is in close proximity to Landover Road (MD 202), a master-planned expressway; both roadways generate noise levels above 65 dBA Ldn. The proposal includes the continued use of an existing church with 1,200 seats and the addition of a private school for 550 students and a day care for 250 children. Projects that propose day care uses are evaluated to ensure that they provide interior noise levels of 45 dBA Ldn or less. There are outdoor activity areas shown on the plan, in those areas the noise levels should be mitigated to be 65 dBA Ldn or less.

The plan shows the 65 dBA Ldn unmitigated noise contours based on the Environmental Planning Section's noise model for Lottsford Road and Landover Road (MD 202). The noise model predicts that the unmitigated noise contour is 362 feet from the centerline of Landover Road and 144 feet from the centerline of Lottsford Road. The noise contours and centerlines of both roads have been correctly shown on the preliminary plan; however, the TCPI should be revised to show the centerlines of both Landover and Lottsford Roads. Because all proposed

building additions and outdoor play areas are located beyond the modeled location of the 65 dBA Ldn unmitigated noise contours as shown on the plan, noise is not expected to be a concern for the proposed use as a day care and school.

Lottsford Road is a designated scenic road in the vicinity of the subject site. Because this site is currently developed, and because the proposed additional development is in keeping with existing development in the area (similar setbacks etc.), no inventory of significant visual features for the right-of-way or viewshed analysis is required at this time. Conformance with the requirements of the Landscape Manual will be required at the time of detailed site plan.

6. **Primary Management Area (PMA)**—This site contains regulated environmental features that are required to be protected under Section 24-130 of the Subdivision Regulations. The on-site regulated environmental features include a wetland with its associated wetland buffer and a regulated stream and its associated 75-foot-wide buffer. Section 24-130(b)(5) states:

(5) Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. Any lot or parcel proposed for development shall provide a minimum of one acre of contiguous land area exclusive of any land within regulated environmental features in a configuration that will support the reasonable development of the property. This limitation does not apply to open space and recreational parcels. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat.

A statement of justification, stamped as received on June 10, 2011, requests PMA impacts totaling 2,203 square feet, for an existing mulch playground and fence. The playground was installed subsequent to previous plan approvals and permit issuance in an area shown on the approved TCPII as natural regeneration. This area has been maintained as grass and has not regenerated per the approved plan.

In order to limit the exposure of children playing on the playground to noise from nearby noise sources (Landover Road and Largo Road), there are only a few places on the site where the playground could be placed.

The site is unique in that it is located within close proximity to two roadways regulated for noise: Landover Road (MD 202), a master-planned expressway and Lottsford Road, a master-planned arterial road. These roadways generate noise that affects the southern and western portions of the property. In order to limit the exposure of children playing on the playground to noise from nearby noise sources (Landover Road and Largo Road), there are only a few places on the site where the playground could be placed, and the site contains a regulated stream and its associated buffer located along the length of the western property boundary. This stream is associated with a large wetland complex in the southwestern corner of the property. Other site conditions include a stormwater management pond located centrally and two parking lots necessary to accommodate the capacity of the church. These site conditions impose restrictions and undesirable conditions for the placement of a playground on a majority of the site.

It should be noted that the impact is to the stream buffer only. Additionally, the surface of the playground is pervious mulch. Because the playground was built in an area designated as regeneration on the approved TCP, the plan is being revised to provide reforestation planting in the remaining area. The reforestation planting is intended to re-establish the woodland more

quickly than merely allowing it to regenerate, and will also ensure that the area is no longer maintained as grass.

The current application is for the addition of a school and day care which require an outdoor activity area. The area between the playground and the stream is proposed to be reforested and because the surface of the playground is pervious, the approval of this impact will have little negative effect on the water quality of the adjacent stream. Given the existing restrictions on the site, allowing the playground to remain in its existing location would create the least amount of impact.

Primary Management Area Conclusions

The proposed site design and the statement of justification show that the impacts proposed will provide the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible. The impact proposed is recommended for approval.

7. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 26582-2009-00, was approved on April 19, 2010 and is valid until April 19, 2013. An unapproved revision to the Stormwater Management Concept Plan (26582-2009-00) was submitted which shows a site design that matches the associated preliminary plan and TCPI. The concept plan shows the use of an existing on-site pond as well as a new rain garden in the northern portion of the property. An approved revised stormwater management concept plan should be submitted prior to signature approval of the preliminary plan.
8. **Prince George's County Department of Parks and Recreation (DPR)**—In accordance with Section 24-134(3)(a) of the Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of parkland requirements because the development proposed is nonresidential.
9. **Trails**—This proposed preliminary plan was reviewed for conformance with Section 24-123 of the Subdivision Regulations, the *Approved Countywide Master Plan of Transportation* (MPOT), and the appropriate area master plan in order to implement planned trails, bikeways, and pedestrian improvements.

The Planning Board requires that preliminary plans conform to Section 24-123 of the Subdivision Regulations in terms of bikeway and pedestrian facilities when the trails are indicated on a master plan, the County Trails Plan, or where the property abuts an existing or dedicated trail, unless the Board finds that previously proposed trails are no longer warranted.

The proposal does not conflict with Section 24-123. The existing right-of-way along Ruby Lockhart Boulevard is sufficient to provide land for sidewalks and bikeways. Ruby Lockhart Boulevard is constructed along the entire subject property frontage. Five-foot-wide sidewalks and areas for sidewalks and crosswalks are proposed along the internal drive aisle to provide access to the proposed play areas and main structures, and these sidewalk locations appear to be adequate for the proposed use. However, sidewalks are not proposed that would connect the site to the sidewalk on Ruby Lockhart Boulevard. It is recommended that, at the time of detailed site plan, a five-foot-wide sidewalk connection to Ruby Lockhart Boulevard be provided.

Based on the preceding analysis, adequate bicycle and pedestrian transportation facilities would exist to serve the proposed subdivision as required under Section 24-123 of the Subdivision Regulations if the application were to be approved with conditions.

10. **Transportation**—The preliminary plan proposes to develop the property as an institutional development of a single parcel. The site contains an existing church, day care, and private school within buildings totaling 81,719 square feet. The applicant proposes an expansion of facilities to 169,326 square feet to accommodate expanded day care, private school, and church-related facilities. The site has been developed pursuant to Preliminary Plan of Subdivision 4-97013 for Addison-King Property. The subject plan includes development beyond the trip cap placed on the prior subdivision.

Analysis of Traffic Impacts

The proposed application is to develop the property as an institutional development encompassing an expansion of church facilities by 87,607 square feet for a total of 169,326 square feet. The table below summarizes trip generation for each use for formulating the trip cap for the site:

4-10005, Woodstream Church	Use Quantity	Use Type	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Church (current and planned)	1,200	Seats	31	19	50	24	26	50
Private School (current)	222	Students	167	106	273	25	34	59
Private School (planned)	550	Students	386	246	632	58	78	136
Day Care (current)	124	Students	51	45	96	43	48	91
Day Care (planned)	250	Students	100	88	188	79	89	168
Total Increase for School and Day Care			268	183	451	69	85	154
Less Pass-By Trips			-102	-70	-172	-26	-32	-58
Less Diverted Trips			-38	-26	-64	-8	-9	-17
Net New Trips for School and Day Care			128	87	215	35	44	79
Total Trips Under Trip Cap (church, school, and day care)			517	353	870	161	193	354

The trip generation is estimated using trip rates from the *Trip Generation Manual* (Institute of Transportation Engineers), as described below:

- The trip generation for the uses indicates total trip generation. The traffic study incorporates pass-by and diverted trip rates to account for trips that are currently using the adjacent roadway and trips that would divert from other nearby roadways. The rates were determined by actually surveying the families of existing students at the school and day care. The same rates were used for school and day care students.
- While some of the new square footage is devoted to the church use, the sanctuary is not being expanded. Therefore, church trip generation is based on a 1,200-seat church facility, and this is not being changed with the expansion. For this reason, the Sunday peak hour is not under study.

The traffic generated by the proposed preliminary plan would impact the following critical intersections, interchanges, and links in the transportation system:

- Landover Road (MD 202) and Lottsford Road (signalized)
- Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive (unsignalized)
- Lottsford Road and Campus Way (signalized)

The application is supported by a traffic study dated April 2010 and an addendum dated March 2011 provided by the applicant and referred to the Maryland State Highway Administration (SHA) and the County Department of Public Works and Transportation (DPW&T). Comments from DPW&T and SHA have been received. The findings and recommendations outlined below are based upon a review of these 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.”

The addendum was necessary because the original traffic study, while including recent counts for the intersection of Landover Road (MD 202) and Lottsford Road, included older counts for the other two critical intersections that were deemed unacceptable. Given that it was determined that newer counts would not change the ultimate recommendation at the unsignalized intersection, new counts were done at Lottsford Road and Campus Way. The study was essentially redone with the new counts, and revised recommendations were presented in the addendum.

The subject property is located within the Developing Tier, as defined in the 2002 *Prince George's County Approved General Plan*. As such, the subject property is evaluated according to the following standards:

- **Links and signalized intersections:** Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the guidelines.
- **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 critical intersections, interchanges and links identified above, when analyzed with existing traffic using counts taken April 2010, September 2009, and March 2011 respectively, and with existing lane configurations, operate as follow:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 202 and Lottsford Road	1,125	1,217	B
Lottsford Road and Ruby Lockhart/Palmetto	129.9*	99.7*	--	--
Lottsford Road and Campus Way	795	654	A	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

None of the critical 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. Background traffic has been developed for the study area using the approved but unbuilt development in the immediate area and 1.0 percent annual growth rate in through traffic along the study area roadways over a two-year period. The two-year build out is considered to be acceptable for this proposal. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follow:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 202 and Lottsford Road	1,696	1,797	F
Lottsford Road and Ruby Lockhart/Palmetto	+999*	+999*	--	--
Lottsford Road and Campus Way	1,528	1,760	E	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The following critical intersections, interchanges and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the guidelines, including the site trip generation as described above and the distribution as described in the traffic study, operate as follow:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 202 and Lottsford Road	1,731	1,810	F
Lottsford Road and Ruby Lockhart/Palmetto	+999*	+999*	--	--
Lottsford Road and Campus Way	1,553	1,765	E	F
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

It is found that none of the critical intersections would operate acceptably under total traffic in both peak hours. In response to the inadequacies, the applicant proposes the following:

Landover Road (MD 202) and Lottsford Road

In response to the inadequacy at this intersection, the applicant has proffered mitigation. This intersection is eligible for mitigation under the fourth criterion in the *Guidelines for Mitigation Action* (County Council Resolution CR-29-1994). The traffic study recommends the following improvements:

- a. On the southbound MD 202 approach, construct a third left-turn lane to eastbound Lottsford Road.
- b. Provide needed modifications to the median and the channelization island in the southeast quadrant of the intersection to receive the turning lanes.

DPW&T and SHA reviewed this proposal, and neither agency opposed the mitigation recommendation. DPW&T did not oppose the mitigation given that SHA has jurisdiction for permitting modifications at this location. SHA concurred with the recommendation. The impact of the mitigation actions at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
	MD 202 and Lottsford Road			
Background Conditions	E/1696	E/1797		
Total Traffic Conditions	E/1731	E/1810	+35	+13
Total Traffic Conditions w/Mitigation	E/1676	E/1777	-55	-33

The options for improving this intersection to LOS D, the policy level of service at this location, are very limited. Additional through lanes along MD 202 through the intersection could be effective; given the size of the proposal versus the potential cost of such a widening, however, the applicant has opted for a smaller-scale improvement.

As the critical lane volume (CLV) at the critical intersection is between 1,450 and 1,813 during both peak hours, the proposed mitigation actions must mitigate at least 150 percent of the trips generated by the subject property, according to the guidelines. The above table indicates that the proposed mitigation action would mitigate at 157 percent of site-generated trips during the AM peak hour and 254 percent during the PM peak hour. **Therefore, the applicant's proposed mitigation at MD 202 and Lottsford Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.**

Lottsford Road and Ruby Lockhart/Palmetto

At the Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive intersection, the following is recommended:

- a. This intersection operates inadequately during both peak hours as an unsignalized intersection. 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 if it is deemed warranted by the appropriate operating agency. The warrant study is, in itself, a more detailed study of the adequacy of the existing unsignalized intersection. With a signal in place, it is estimated that the intersection would operate at LOS D in the AM peak hour with a CLV of 1,432; in the PM peak hour, it would operate at LOS B with a CLV of 1,079.
- b. The applicant proposes to restripe the southbound approach to the intersection to provide a separate right-turn lane and a shared through/left-turn lane. In the event that the intersection does not yet justify signalization, the restriping will reduce delays at the intersection.

Lottsford Road and Campus Way

In response to the inadequacy at this intersection, the traffic study recommends the following improvements:

- a. On the southbound Campus Way approach, restripe/redesignate the second existing through lane to become a second left-turn lane onto eastbound Lottsford Road.

With this modification in place, it is estimated that the intersection would operate at LOS D in the AM peak hour with a CLV of 1,446; in the PM peak hour, it would operate at LOS D with a CLV of 1,371. It is advised that the condition be written to include any modifications to the median to accommodate the receiving lanes, as well as any needed signal modifications.

The traffic study was referred to and reviewed by DPW&T and SHA. SHA raised no issues. DPW&T raised an issue regarding signalization at Lottsford Road and Ruby Lockhart/Palmetto. It is indicated that the northbound Palmetto Drive approach must be modified to provide a second approach lane to the intersection if the signal is to be installed (a modification that could require reduction or possible removal of the existing median on the approach). DPW&T currently has a policy to require at least two approach lanes on each leg of a signalized intersection, and this policy is reiterated within Policy 2, Strategy 6 of the Streets, Roads, and Highways Chapter in the *Approved Countywide Master Plan of Transportation*. Given that it is a part of the written policy of the Planning Board and the District Council, it will be included in the conditions. However, Palmetto Drive is a private homeowners association (HOA) street, not a county street. Given that the HOA might not be willing to allow the median to be cut back or dedicate additional property, a condition will be written to allow restriping. The approach appears to be between 20 and 22 feet in width, making restriping a viable alternative.

It is noted that all findings contained herein are based upon the following uses: 169,326 square feet of gross floor area of church and related facilities, including a 1,200-seat church, a 550-student private school, and a 250-student day care facility. Although adequacy has been determined for the uses described, the plan should be approved with a trip cap consistent with the development quantity and type that has been assumed in the adequacy finding. The trip cap shall be 870 AM peak hour trips and 354 PM peak hour trips. These are total trips generated, exclusive of any pass-by or diversion rates assumed.

Master Plan Rights-of-Way

With regard to the master plan for the site, the site is adjacent to Landover Road (MD 202), Lottsford Road, and Ruby Lockhart Boulevard. MD 202 is a master plan expressway facility. Adequate right-of-way has either been dedicated or deeded in the past, no further right-of-way is required along MD 202.

Lottsford Road is a planned arterial facility, and Ruby Lockhart Boulevard is a planned industrial/commercial roadway. Dedication consistent with master plan recommendations occurred at the time that the underlying plat was recorded; therefore, no further dedication along these facilities is required of this plan.

Transportation Conclusion

Based on the preceding findings, the plan conforms to the required findings for approval of the preliminary plan of subdivision pursuant to Section 24-124 of the Subdivision Regulations if the application is approved with conditions.

- 11. **Schools**—There are no residential dwelling units proposed in the development. There are no anticipated impacts on schools.
- 12. **Fire and Rescue**—The proposed preliminary plan has been reviewed 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 Regulations and is within the recommended response times.

Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time (minutes)	Travel Time Guideline (minutes)	Within/ Beyond
46	Kentland	Engine	10400 Campus Way South	2.61	3.25	Within
33	Kentland	Ladder Truck	7701 Landover Road	3.88	4.25	Within
46	Kentland	Paramedic	10400 Campus Way South	2.61	4.25	Within
46	Kentland	Ambulance	10400 Campus Way South	2.61	7.25	Within

Capital Improvement Program (CIP)

The Capital Improvement Program for Fiscal Years 2011–2016 provides funding for renovating the existing station, Fire/EMS Company 33 at 7701 Landover Road.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.

13. **Police Facilities**—The proposed preliminary plan is within the service area of Police District II, Bowie. The police facilities test is performed on a countywide basis for nonresidential development 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 Department and the July 1, 2009 (U.S. Census Bureau) county population estimate is 834,560. Using 141 square feet per 1,000 residents, it calculates to 117,672 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.

14. **Water and Sewer**—Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System, and will therefore be served by public systems.

15. **Health Department**—The Prince George’s County Health Department has evaluated the proposed preliminary plan of subdivision and has no comments to offer.

16. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The preliminary plan of subdivision correctly delineates a ten-foot public utility easement (PUE) along the public rights-of-way as requested by the utility companies.

17. **Historic**—A Phase I archeological survey is not recommended on the above-referenced 15.28-acre property located at 9800 Lottsford Road in Mitchellville, Maryland. The subject property is already developed with a church and extensive parking areas built in 2003. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low.

However, Section 106 review may require archeological survey for state or federal agencies. 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 state or federal monies, or federal permits are required for a project.

18. **Residential Conversion**—The subject application is not proposing any residential development; however, if a residential land use were proposed, a new preliminary plan should be required. There exists different adequate public facility tests comparatively between residential and nonresidential uses, and there are considerations for recreational components for a residential subdivision. A new preliminary plan should be required if residential development is to be considered.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan, the following corrections shall be made:
 - a. Label the noise contour as “65 dBA Ldn and unmitigated.”
 - b. Remove setbacks.
 - c. Label the site as Parcel 1.
 - d. Revise Note 10 with the appropriate stormwater management concept plan approval number.
 - e. Add a general note that development is subject to A-9604-C.

2. Prior to signature approval of the preliminary plan of subdivision, the Type I tree conservation plan (TCPI) shall be revised as follows:
 - a. Revise the worksheet to be the standard phased worksheet.
 - b. Revise the critical root zone for Specimen Tree 1 as shown on the approved natural resources inventory (NRI).
 - c. Remove the off-site portion of Natural Regeneration Area 1 (NRA-1).
 - d. Revise the Specimen, Champion and Historic Tree Table to include the disposition of Specimen Tree 1 (to remain).
 - e. Revise the TCPI notes as follows:
 - (1) Revise Note 1 to include the preliminary plan number (4-10005).
 - (2) Revise Note 5 to include the associated stormwater management concept number (26582-2009).
 - (3) Provide the standard note regarding notification of the approved TCP to purchasers upon sale of the property.
 - f. Provide the following label for the off-site sewer connection in the western corner of the property: “Private Sewer Connection.”
 - g. Update the revision box with a summary of the revisions made and have the plan signed and dated by the qualified professional who prepared it.
 - h. Show the centerline of both Landover Road (MD 202) and Lottsford Road.

3. Prior to signature approval of the preliminary plan, the revised approved stormwater management concept plan shall be submitted. The stormwater management design shall be consistent with the preliminary plan and TCPI.

4. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area (PMA), except

for any approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

5. Prior to the issuance of any permits which impact wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit to The Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George’s County Planning Department, copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
6. Prior to final plat, revisions to the approved Conceptual Site Plan SP-96046 and Detailed Site Plan SP-98001 shall be approved by the Planning Board.
7. Any residential development of the subject property shall require approval of a new preliminary plan of subdivision prior to the approval of any building permits.
8. At the time of final plat, the applicant shall grant a ten-foot public utility easement (PUE) along the public right-of-way as delineated on the approved preliminary plan of subdivision.
9. Total development of the overall site shall be limited to uses that would generate no more than 870 AM and 354 PM total peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
10. Prior to the issuance of any building permits within the subject property, the following road improvements at Landover Road (MD 202) and Lottsford Road shall (1) have full financial assurances, (2) have been permitted for construction through the operating agency’s access permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. On the southbound Landover Road (MD 202) approach, construct a third left-turn lane to eastbound Lottsford Road.
 - b. Provide needed modifications to the median and the channelization island in the southeast quadrant of the intersection to receive the turning lanes, and provide any required signal timing modifications.
11. At the time of building permit, the applicant shall submit an acceptable traffic signal warrant study to DPW&T for signalization at the intersection of Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the operating agency. If a signal or other traffic control improvements are deemed warranted at that time, the applicant shall bond those improvements with DPW&T prior to the release of any building permits. The bonding shall include the following physical improvements:

- a. On the southbound Ruby Lockhart Boulevard approach, restripe the southbound approach to the intersection to provide a separate right-turn lane and a shared through/left-turn lane.
 - b. On the northbound Palmetto Drive approach, if signalization is deemed warranted by DPW&T for installation by this applicant, and if approved by DPW&T and/or the owners of Palmetto Drive, restripe Palmetto Drive approaching Lottsford Road to provide a separate right-turn lane and a shared through/left-turn lane.
12. Prior to the issuance of any building permits within the subject property, the following road improvements at Lottsford Road and Campus Way shall (1) have full financial assurances, (2) have been permitted for construction through the operating agency's access permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. On the southbound Campus Way approach, restripe/redesignate the second existing through lane to become a second left-turn lane onto eastbound Lottsford Road.
 - b. Provide needed modifications to receive the turning lanes, and provide any required signal timing modifications.
13. The final plat shall reflect that direct vehicular access to Lottsford Road is denied.
14. An automatic fire suppressing system shall be provided in all new buildings proposed on property unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

STAFF RECOMMENDS APPROVAL OF TYPE 1 TREE CONSERVATION PLAN TCPI/005/97-01.