

Certificate of Adequacy

ADQ- 2023-043

General Information

Project Name: Galilee Baptist Church
Case Number: ADQ-2023-043
Associated Preliminary Plan of Subdivision or Final Plat: 4-23023
Use Type: Institutional
Dwelling Unit Type and Number: 0 Gross Floor Area (nonresidential): 38,988 square feet

Project Location

Project Location: Located on the east side of Woodyard Road, approximately 0.6 miles south of its intersection with MD 4
Lot/Parcel: Parcel 78, Parcel 76 Tax Account: 3532660, 3356870
Property Zone: AR/MIO Council District: 09
Planning Area: 82A Municipality: N/A
Election District: 15 Transportation Service Area: 2
Police District: V, Clinton School Cluster Area: N/A

APPLICABILITY OF PUBLIC FACILITY ADEQUACY STANDARDS

Facility	Level of Service Required	Adequacy Met (Yes/No/N/A)	Conditions of Adequacy Approval (Yes/No)
Transportation: Service Area 2	LOS "D" (Critical Lane Volume of 1301-1450)	Yes	Yes
Pedestrian and Bikeway	Public Facilities provided in accordance with Section 24-4506	N/A	No
Parks and Recreation (<i>Transit-Oriented/ Activity Center Zones and Employment Areas</i>)	2.5 acres per 1,000 residents	N/A	No
Parks and Recreation (<i>All Other Zones</i>)	15 acres per 1,000	N/A	No
Police—Residential Use	25 minutes for non-emergency calls; 10 minutes for emergency calls	N/A	No
Fire and Rescue—Residential Use	7 minutes travel time	N/A	No
Fire and Rescue—Non-Residential Use	5 minutes response time	Yes	Yes
Schools	<105% capacity or mitigation in accordance with Section 24-4510(c)	N/A	No

This Certificate of Adequacy is issued in accordance with Section 24-4503 of the Subdivision Regulations of Prince George's County, Maryland and in accordance with the analysis contained in the following memorandums attached hereto:

- *Transportation Planning Section (Smith to Gupta, May 3, 2024)*
- *Special Projects Section (Walker to Gupta, April 30, 2024)*

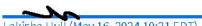
Based on the forgoing analysis, this Certificate of Adequacy is:

☐ Approved ☒ Approved with the conditions (indicated here):

☐ Denied

1. Prior to issuance of a non-residential use and occupancy permit, the applicant or the applicant's heirs, successors, and/or assignees shall have:
 - a. Installed (and shall thereafter maintained) a sprinkler system at each building that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party.
 - b. Installed (and shall thereafter maintained) automated external defibrillators (AEDs) at each building, in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), in sufficient numbers, so that no employee is more than 500 feet from an AED.
2. Total development within the Preliminary Plan of Subdivision shall be limited to uses which generate no more than 19 AM, 19 PM, and 402 Sunday peak-hour vehicle trips.
3. Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following roadway improvements, as designated below, have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Dedicated right-turning lane along westbound Dower House Road.

SIGNATURE


Lakisha Hull (May 16, 2024 10:21 EDT)
Planning Director

05/16/2024

Date of Approval

This certificate of adequacy is valid for 12 years from the date of approval of the associated preliminary plan of subdivision, subject to the additional expiration provisions of Section 24-4503(c).



The Maryland-National Capital Park and Planning Commission



1616 McCormick Drive, Largo, MD 20774 • TTY: 301-952-3796 • pgplanning.org

May 3, 2024

MEMORANDUM

TO: Mridula Gupta, Subdivision Section, Development Review Division

FROM:: Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division
NS

VIA: *CH* Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: ADQ-2023-043, Galilee Baptist Church

Proposal

The referenced Certificate of Adequacy (ADQ) application is being reviewed with the Preliminary Plan of Subdivision (PPS) application, 4-23023, which proposes the subdivision of land for the development of approximately 39,000 square foot church building along MD 223, Woodyard Road. The property is in the Residential Agricultural (R-A) zone. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

Criteria for Establishing Transportation Adequacy

The subject property is located within TSA 2, as defined in the *Plan Prince George's 2035 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.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if the delay exceeds 50 seconds; (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed and the standard of CLV is 1,150 or less.

For all-way stop-controlled intersections, a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation

Research Board) procedure; (b) if the delay exceeds 50 seconds, the CLV is computed and the standard of CLV is 1,150 or less.

Analysis of Traffic Impacts

The applicant submitted a traffic impact study (TIS) for staff's review to be analyzed for the determination of adequacy.

Trip Generation

The table below summarizes trip generation for the proposed 38,988 square-foot church during each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site:

TRIP GENERATION SUMMARY: ADQ-2023-043											
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour			Sunday Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Church	38,988	Square-Feet	12	7	19	9	10	19	192	208	400
	800	seats							197	205	402
Total Trip Cap Recommendation			19			19			402		

The traffic generated by the proposed application would impact the following intersections in the transportation system:

- MD 223 and Old Marlboro Pike (signalized)
 - This intersection is currently under construction. The new configuration is considered in the background and total conditions.
- MD 223 and NB MD 4 ramps (unsignalized)
 - This intersection no longer exists and is part of the current new configuration under construction.
- MD 223 and SB MD 4 ramps (signalized)
 - This intersection is currently under construction. The new configuration is considered in the background and total conditions.
- MD 223 and Marlboro Pike (signalized)
- MD 223 and Welshire Drive (unsignalized)
- MD 223 and C-606 (site access) (unsignalized)
- MD 223 and Dower House Road (signalized)
- MD 223 and Rosaryville Road/Halslip Way (signalized)

Existing Traffic

The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS

Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 223, MD 4 NB ramp and Old Marlboro Pike (future signal/under construction)	-	-	-	-
MD 223 and SB MD 4 ramps (signal/under construction)	-	-	-	-
MD 223 and Marlboro Pike (signalized)	970	1181	A	C
MD 223 and Welshire Drive (unsignalized)	36.8 s	33.0 s	Pass	Pass
MD 223 and C-606 (site access) (unsignalized)	-	-	-	-
MD 223 and Dower House Road (signalized)	1233	1070	C	B
MD 223 and Rosaryville Road (signalized)	721	837	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, a 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 severe inadequacy.				

EXISTING TRAFFIC CONDITIONS – SUNDAY		
Intersection	Critical Lane Volume (SUNDAY)	LOS/Pass/Fail (AM & PM)
MD 223, MD 4 NB ramp and Old Marlboro Pike (future signal/under construction)	-	-
MD 223 and SB MD 4 ramps (signal/under construction)	-	-
MD 223 and Marlboro Pike (signalized)	643	A
MD 223 and Welshire Drive (unsignalized)	18.1 s	Pass
MD 223 and C-606 (site access) (unsignalized)	-	-
MD 223 and Dower House Road (signalized)	640	A
MD 223 and Rosaryville Road (signalized)	492	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, a 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 severe inadequacy.		

Background Traffic

The traffic study identified 11 background developments whose impact would affect study intersections. Additionally, annual growths of 0.5% over six years were applied to the traffic counts. Due to the current construction of the MD 223, Old Marlboro Pike and MD 4 on/off ramps intersections, the final signalized configuration was analyzed as part of the background traffic.

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 223, MD 4 NB ramp and Old Marlboro Pike (future signal/under construction)	553	435	A	A
MD 223 and SB MD 4 ramps (signalized/under construction)	1041	1073	B	B
MD 223 and Marlboro Pike (signalized)	1105	1384	B	D
MD 223 and Welshire Drive (unsignalized) Step 2 (minor street volume)	161.4 s <100 veh	115.5 s <100 veh	Pass	Pass
MD 223 and C-606 (site access) (unsignalized)	-	-	-	-
MD 223 and Dower House Road (signalized)	1599	1371	E	D
MD 223 and Rosaryville Road (signalized)	880	907	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, a 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 severe inadequacy.				

BACKGROUND TRAFFIC CONDITIONS - SUNDAY		
Intersection	Critical Lane Volume (SUNDAY)	LOS/Pass/Fail (AM & PM)
MD 223, MD 4 NB ramp and Old Marlboro Pike (future signal/under construction)	739	A
MD 223 and SB MD 4 ramps (signal/under construction)	1136	B
MD 223 and Marlboro Pike (signalized)	870	A
MD 223 and Welshire Drive (unsignalized)	45.1 s	Pass
MD 223 and C-606 (site access) (unsignalized)	-	-
MD 223 and Dower House Road (signalized)	1004	B
MD 223 and Rosaryville Road (signalized)	686	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, a 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 severe inadequacy.		

Total Traffic

The study intersections, when analyzed with total developed future traffic, operate as shown below. Due to the current construction of the MD 223, Old Marlboro Pike and MD 4 on/off ramps intersections, the final signalized configuration was also included as part of the total traffic conditions.

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		LOS/Pass/Fail (AM & PM)	
MD 223, MD 4 NB ramp and Old Marlboro Pike (future signal/under construction)	557	440	A	A
MD 223 and SB MD 4 ramps (signalized/under construction)	1044	1077	B	B
MD 223 and Marlboro Pike (signalized)	1107	1388	B	D
MD 223 and Welshire Drive (unsignalized) Step 2 (minor street volume)	165.9 s <100 veh	119.2 s <100 veh	Pass	Pass
MD 223 and C-606 (site access) (unsignalized) Step 2 (minor street volume)	63.8 s <100 veh	45.5	Pass	Pass
MD 223 and Dower House Road (signalized) w/ westbound right turn lane	1602	1374	F	D
	1513	1320	E	D
MD 223 and Rosaryville Road (signalized)	881	908	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, a 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 severe inadequacy.				

TOTAL TRAFFIC CONDITIONS		
Intersection	Critical Lane Volume (SUNDAY)	LOS/Pass/Fail (AM & PM)
MD 223, MD 4 NB ramp and Old Marlboro Pike (future signal/under construction)	743	A
MD 223 and SB MD 4 ramps (signal/under construction)	1136	B
MD 223 and Marlboro Pike (signalized)	943	A
MD 223 and Welshire Drive (unsignalized) Step 2 (minor street volume)	69.2 s <100 veh	Pass
MD 223 and C-606 (site access) (unsignalized) Step 2 (minor street volume) Step 3 (CLV)	>500 s >100 veh 1312 (D)	Fail
MD 223 and Dower House Road (signalized) w/ westbound right turn lane	1071	B
	1038	B
MD 223 and Rosaryville Road (signalized)	726	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, a 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 severe inadequacy.		

As shown above, the intersection of MD 223 and Dower House Road does not meet the adequacy standards during the AM peak hour. The study recommends the installation of a dedicated westbound right-turn lane along Dower House Road. This improvement was analyzed to meet the adequacy standards by mitigating the developments traffic by at least 150%, which is acceptable.

The MD 223 and C-606 (site access) intersection also does not meet the adequacy standards during the Sunday peak period. However, given the proposed development's use and operations, it is typical that vehicles in and out of the site during the service's primary hours will exceed standards. The applicant proposes to use traffic control officers to mitigate the traffic flow during this period to help improve the site's ingress/egress. Staff finds that these recommended improvements and traffic control measures are acceptable.

Analysis of Bicycle & Pedestrian Impacts

The subject property is in the Agricultural- Residential (AR) zoning district and is therefore not subject to Section 24-4506 for pedestrian and bicycle adequacy.

Conclusion

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision as required in accordance with Subtitle 24 if the application is approved with the following conditions:

1. Total development within the subject property shall be limited to uses that would generate no more than 19 AM, 19 PM and 402 Sunday peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new determination of the adequacy of transportation facilities.
2. Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following road improvements, have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - i. Dedicated right-turning lane along westbound Dower House Road.



Countywide Planning Division
Special Projects Section

April 30, 2024

MEMORANDUM

TO: Mridula Gupta, Planner IV, Subdivision Section, DRD

FROM: *TW* Tineya Walker, Planner I, Special Projects Section, CWPB

VIA: *BR* Bobby Ray, AICP, Supervisor, Special Projects Section, CWPB

SUBJECT: 4-23023 & ADQ 2023-043 – Galilee Baptist Church

Project Summary:

The project is a proposed place of worship with 800 – 1,000 seats. The proposed building will be approximately 40,000 square feet. The site is located on 2 parcels totaling 49.97-acres located on the east side of Woodyard Road directly east of the intersection of Welshire Drive and Woodyard Road at 6100 Woodyard Road, Upper Marlboro, MD 20774. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on March 14, 2024.

PPS-4-23023

The following preliminary plan is being reviewed for public facility standards per the findings of Section 24-122.01. as follows:

- (a) The Planning Board may not approve a preliminary plan of subdivision if it finds that adequate public facilities do not exist or are not programmed for the area within which the proposed subdivision is located, as defined in the "Guidelines for the Mitigation of Adequate Public Facilities: Public Safety Infrastructure" and "Guidelines for the Analysis of the Traffic Impact of Development Proposals." The Planning Board shall require adequate public facilities, as provided in this Section and in Division 4 of this Subtitle.

Water and Sewer:

Section 24-122.01(b)(1) of the prior 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 2018 Water and Sewer Plan placed this property in the Water and Sewer Category 4, "Community System Adequate for Development Planning". Category 4 includes properties inside the envelope eligible for public water and sewer for which the subdivision process is required. Additionally, the property is within Tier 1 of the Sustainable Growth Act. Tier 1 includes those properties served by public sewerage systems.

For a project located inside the water and sewer envelope to advance to permitting (public water and sewer), a water and sewer category of 3 is required. The applicant will need to secure an administrative Water and Sewer category change prior to permitting.

Capital Improvement Program (CIP):

The subject project is located in Planning Area 82 A – “Rosaryville”. The *2024-2029 Fiscal Year Approved CIP Budget* does identify any public facilities proposed for construction.

Conformance to the Master Plan:

This preliminary plan of subdivision was reviewed for conformance to the master plan in accordance with Section 24-121(a)(5) of the prior Subdivision Regulations. The *2013 Approved Subregion 6 Master Plan* contained the following overall goals:

- Provide residents of Subregion 6 needed public facilities in locations that serve existing and future populations.
- Ensure that all new public facilities will be constructed to LEED standards and existing buildings will be retrofitted to make them as energy efficient and sustainable as possible.
- Maintain the high level of service by providing essential equipment and professional training for personnel.
- Priority will be given to funding public facilities to support development in the Developing Tier.

The 2008 *Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to existing facilities and construction of new facilities, however, none of its recommendations affect the subject site.

Conclusion

At the writing of this referral the Special Projects Section finds that the applicable public facility standards and conformance with the area master plan, is met pursuant to the prior Subdivision Regulations.

ADQ-2023-043

Police Facility Adequacy

Per Section 24-4502 of the Subdivision Regulations, police facilities are not an applicable area of review for nonresidential development.

Fire and Rescue Adequacy:

Per Section 24-4509 of the current Subdivision Regulations, the Planning Board’s test for fire and rescue adequacy involves the following:

24-4509. Fire and Rescue Adequacy

(b) Adopted LOS Standard for Fire and Rescue

- (1) The population and/or employees generated by the proposed subdivision, at each stage of the proposed subdivision, will be within the adequate coverage area of the nearest fire and rescue station(s) in accordance with the *Public Safety Guidelines*.
- (2) The Fire Chief shall submit to the County Office of Audits and Investigations, County Office of Management and Budget, and the Planning Director:

(A) A statement reflecting adequate equipment in accordance with studies and regulations used by the County, or the *Public Safety Master Plan* for fire stations in the vicinity of the area where the subdivision is proposed to be located; and

(B) A statement by the Fire Chief that the response time for the first due fires and rescue station in the vicinity of the proposed subdivision is a maximum of seven minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for calls for service during the preceding month.

(3) Subsection (b)(2), above, does not apply to commercial or industrial applications

Table 24-4502 ("Summary of Public Facility Adequacy Standards") of the current Subdivision Regulations requires a fire and rescue standard of seven (7) minutes travel time for any residential uses as well as the four (4) minutes travel time for commercial development. The subject property is served by Forestville #823, located at 8321 Old Marlboro Pike, Suitland, MD 20772. Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of March 29, 2024, the site fails the four-minute travel time test for commercial development from the closest or 'first due' Fire/EMS station. . Per Section 24-4509 (c)(1)(D) of the Subdivision Regulations non-residential projects that fail the response time may provide mitigation as follows:

1. The installation and maintenance of a sprinkler system that complies with NFPA 13 Standards for the Installation of Sprinkler Systems. The installation of sprinklers shall not be waived by any party; and
2. The installation and maintenance of automated external defibrillators (AEDs) in accordance with COMAR 30.06.01-05, including a requirement for a sufficient number of AEDs to be installed so that no employee is more than 500 feet from an AED.

Schools Adequacy:

Per Table 24-4502 of the Subdivision Regulations, school facilities are not an applicable area of review for nonresidential development.

CONCLUSION

Pursuant to the mitigation required by Section 24-4509(c)(1)(D) of the Subdivision Regulations (above), the Special Projects Section finds that the required Levels of Service for applicable public facilities is met.