



# Certificate of Adequacy

ADQ- 2024-022**General Information**

Project Name: Redeemers Church of Christ

Case Number: ADQ-2024-022

Associated Preliminary Plan of Subdivision or Final Plat: 4-24015

Use Type: Institutional (nonresidential)

Dwelling Unit Type and Number: N/A Gross Floor Area (nonresidential): 71,697 square feet

**Project Location**

Project Location: On the south side of MD 193 (Greenbelt Road), approximately 1,500 feet east of its intersection with Good Luck Road

Lot/Parcel: Parcel B Tax Account: 5673625 and 1580471

Property Zone: RR Council District: 03

Planning Area: 70 Municipality: N/A

Election District: 14 Transportation Service Area: 2

Police District: II School Cluster Area: \_\_\_\_\_

**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 (Ryan to Vatandoost, November 4, 2024)*
- *Special Projects Section (Walker to Vatandoost, October 17, 2024)*


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

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

☐ Denied

1. Total development within the Preliminary Plan of Subdivision shall be limited to uses that generate no more than 30 AM, 30 PM, and 667 Sunday peak-hour vehicle trips.
2. Prior to approval of the first 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. A deceleration lane along the site's frontage of Greenbelt Road, as shown on Figure 3, page 9 of the applicant's submitted Traffic Impact Study.
3. 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.

**SIGNATURE**

  
Lakisha Hunt (Feb 14, 2025 13:37 EST)  
Planning Director

02/14/2025

Date of Approval


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



November 4, 2024

**MEMORANDUM**

TO: Mahsa Vatandoost, Development Review Division

FROM: Benjamin Ryan, Transportation Planning Section, Countywide Planning Division  


VIA: NS Noelle Smith, Transportation Planning Section, Countywide Planning Division  
Crystal Saunders Hancock, Transportation Planning Section, Countywide Planning Division

SUBJECT: **ADQ-2024-022 - Redeemer's Church of Christ**

**Proposal**

The referenced Certificate of Adequacy (ADQ) application is being reviewed in conjunction with the Preliminary Plan of Subdivision (PPS) 4-24015. The subject application seeks to construct a 72,000-square-foot church in the Residential, Rural (R, R) zone. The Transportation Planning Section's (TPS) review of the referenced ADQ application was evaluated under the current zoning ordinance and subdivision regulations.

**Prior Conditions of Approval**

There are no prior conditions of approval on the subject property that are applicable to the subject application.

**Criteria for Establishing Transportation Adequacy**

The subject property is located within Transportation Service Area (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:

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 delay exceeds 50 seconds, (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

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.

### **Analysis of Traffic Impacts**

#### **Trip Generation**

The applicant has submitted a full traffic impact study (TIS) as part of the subject application, which is used as the basis for a determination of adequacy. As mentioned, the PPS application proposes a 72,000-square-foot church. The table below summarizes trip generation and will be used in reviewing traffic for the site:

<b>TRIP GENERATION SUMMARY: ADQ-2024-022</b>											
<b>Land Use</b>	<b>Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>			<b>Sunday Peak</b>		
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
Church	72,000/ 1,300	Square -Feet/ seats	1 9	11	30	14	16	30	32 7	340	667
<b>Total Trip Cap Recommendation</b>			<b>30</b>			<b>30</b>			<b>667</b>		

The ADQ submission includes turning movement counts for the below listed critical intersections which staff determined will be impacted by traffic generated by the proposed development.

- Greenbelt Road / Good Luck Road (signalized)
- Greenbelt Road / Aerospace Road (signalized)
- Greenbelt Road / Site Access (unsignalized)
- Greenbelt Road / Forbes Boulevard (signalized)
- Greenbelt Road / Executive Place (unsignalized)
- Greenbelt Road / Mission Drive (signalized)
- Greenbelt Road / Northern Avenue (unsignalized)
- Greenbelt Road / Lanham Severn Road (signalized)

The TIS indicates that all intersections under the existing conditions are operating at acceptable levels.

<b><u>EXISTING TRAFFIC CONDITIONS</u></b>						
<b><u>Intersection</u></b>	<b><u>Critical Lane Volume (AM, PM, Sunday)</u></b>			<b><u>Level of Service (AM, PM, Sunday)</u></b>		
Greenbelt Road / Good Luck Road (signalized)	820	912	671	A	A	A
Greenbelt Road / Aerospace Road (signalized)	1182	1001	797	C	B	A
Greenbelt Road / Site Access (unsignalized) <i>Step 1 – HCM Delay Test (Seconds)</i>	-	-	-	-	-	-
Greenbelt Road / Forbes Boulevard (signalized)	752	984	638	A	A	A

The TIS identified six background developments whose impact would affect the study intersection. Additionally, an annual growth of 1.40% was applied to the movements of the traffic volumes along Greenbelt Road and 1.0% along Good Luck Road and Lanham Severn Road. There are no critical intersections identified above that are programmed for improvements 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.” A second analysis was done to evaluate the impact of background developments.

<u>BACKGROUND TRAFFIC CONDITIONS</u>						
<u>Intersection</u>	<u>Critical Lane Volume (AM, PM, Sunday)</u>			<u>Level of Service (AM, PM, Sunday)</u>		
Greenbelt Road / Good Luck Road (signalized)	854	947	718	A	A	A
Greenbelt Road / Aerospace Road (signalized)	1234	1052	847	C	B	A
Greenbelt Road / Site Access (unsignalized) <i>Step 1 – HCM Delay Test (Seconds)</i>	-	-	-	-	-	-
Greenbelt Road / Forbes Boulevard (signalized)	789	1039	720	A	B	A
Greenbelt Road / Executive Place (unsignalized) <i>Step 1 – HCM Delay Test (Seconds)</i>	0.3 Sec.	0.4 Sec.	0.2 Sec.	Pass	Pass	Pass
Greenbelt Road / Mission Drive (signalized)	1063	1004	725	B	B	A
Greenbelt Road / Northern Avenue (unsignalized) <i>Step 1 – HCM Delay Test (Seconds)</i>	1.2 Sec.	0.5 Sec.	1.1 Sec.	Pass	Pass	Pass
Greenbelt Road / Lanham Severn Road (signalized)	1023	1157	746	B	C	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.

Total Traffic

The following critical intersections identified above, when analyzed with total future traffic and proposed improvements, as developed using the Guidelines including the site trip generation as described above:

<u>TOTAL TRAFFIC CONDITIONS</u>						
<u>Intersection</u>	<u>Critical Lane Volume (AM, PM, Sunday)</u>			<u>Level of Service (AM, PM, Sunday)</u>		
Greenbelt Road / Good Luck Road (signalized)	856	949	806	A	A	A
Greenbelt Road / Aerospace Road (signalized)	1238	1062	1068	C	B	B
Greenbelt Road / Site Access (unsignalized) <i>Step 1 – HCM Delay Test (Seconds)</i> <i>Step 2 – Minor Approach Volume (&lt; 100)</i> <i>Step 3 – CLV (&lt; 1150)</i> <i>*With Mitigation – Deceleration Lane along Site Access*</i> <i>HCM Delay Test (Seconds)</i>	0.0 Sec. N/A N/A N/A	0.1 Sec. N/A N/A	61.4 Sec. 340 1175 *22.3 Sec.	Pass	Pass	Fail     *Pass
Greenbelt Road / Forbes Boulevard (signalized)	798	1044	842	A	B	A
Greenbelt Road / Executive Place (unsignalized) <i>Step 1 – HCM Delay Test (Seconds)</i>	0.3 Sec.	0.4 Sec.	0.2 Sec.	Pass	Pass	Pass
Greenbelt Road / Mission Drive (signalized)	1068	1008	809	B	B	A
Greenbelt Road / Northern Avenue (unsignalized) <i>Step 1 – HCM Delay Test (Seconds)</i>	1.2 Sec.	0.5 Sec.	1.1 Sec.	Pass	Pass	Pass
Greenbelt Road / Lanham Severn Road (signalized)	1027	1159	813	B	C	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 severe inadequacy.						

The applicant’s TIS indicates that the site access point will operate with a delay exceeding 50 seconds during the Sunday peak hour, which indicates a failing unsignalized intersection. However, the TIS includes analysis in which a deceleration lane is shown along the frontage of Greenbelt Road leading to the site access point (TIS, Figure 3, page 9). With the inclusion of the deceleration lane, the delay will be reduced to 22.3 seconds, which indicates a passing unsignalized intersection. Staff concurs with this finding and as such will condition the deceleration lane along the site’s frontage of Greenbelt Road.

The remaining intersections will continue to operate at acceptable levels of service during peak hours. Staff concurs with this conclusion and finds that the applicant’s TIS demonstrates that the proposed use will not cause a significant impact on the studied intersections.

### **Bicycle & Pedestrian Adequacy**

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

### **Transportation Planning Review**

As previously noted, the proposed development will generate a total of 30 AM, 30 PM, and 667 Sunday new peak hour vehicular trips. Staff find that all critical intersections will operate at acceptable levels after the above-referenced site access deceleration lane is completed. The Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-4505 and Section 24-4506 of the Prince George's County Code.

### **Recommendations**

Based on the findings presented above, staff conclude that transportation facilities will exist to serve the proposed subdivision as required under the prior and current Subtitle 24 if the following conditions are met:

- 1 Total development within the proposed Preliminary Plan of Subdivision shall be limited to uses that generate no more than 30 AM, 30 PM, and 667 Sunday peak period vehicle trips.
- 2 Prior to approval of the first 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) Correspondence from the Maryland Department of Transportation, State Highway Administration (MDOT, SHA) permitting approval for a deceleration lane along the site’s frontage of Greenbelt Road, as shown on Figure 3, page 9 of the applicant’s TIS.



The Maryland-National Capital Park and Planning Commission

**PRINCE GEORGE'S COUNTY**  
**Planning Department**

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

Countywide Planning Division  
Special Projects Section

October 17, 2024

## **MEMORANDUM**

**TO:** Mahsa Vatandoost, Senior Planner, Subdivision Section, DRD

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

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

**SUBJECT:** 4-24015 & ADQ-2024-022 Redeemer's Church of Christ

### **Project Summary:**

The project proposes the construction of a 71,697 square foot church with 1,300-seats. The site is located on a 9-acre parcel located on the south side of Greenbelt Road 3,000 feet west of the intersection between Lanham Severn Road and Greenbelt Road at 10111 Greenbelt Road. This preliminary plan of subdivision (PPS) application was accepted for processing by the Planning Department on September 27, 2024.

### **PPS-4-24015**

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 3, "Community System". Category 3 consists of developed land on public water and sewer, and underdeveloped properties with valid preliminary plan approved for public water and sewer. Additionally, the property is within Tier 1 of the Sustainable Growth Act.

**Capital Improvement Program (CIP):**

The subject project is located in Planning Area 70 - "*Glenn Dale-Seabrook-Lanham & Vicinity*". The *2025-2030 Fiscal Year Approved CIP Budget* does not identify any new 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 *2010 Approved Glenn Dale-Seabrook-Lanham Vicinity Approved Sector Plan* contained the following goals:

- Construct a new District VIII police station along Glenn Dale Boulevard (MD 193)
- Build a new branch library at the Glenn Dale Community Center

The *2008 Approved Public Safety Facilities Master Plan* also provides guidance on the location and timing of upgrades and renovations to the 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-2024-022**

**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:

**(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*.**

Table 24-4502 (“Summary of Public Facility Adequacy Standards”) of the current Subdivision Regulations requires a fire and rescue standard of (7) minutes travel time for any residential uses as well as five (5) minutes response time for non-residential uses which includes one (1) minute of “turn-out” time. The Fire Department uses the metric of “travel time” in their evaluation, which is assessed at the time the station receives notice and initiates a response.

The subject property is served by West Lanham Hills #848, located at 8501 Good Luck Road, Lanham, Maryland, 20706. Prince George’s County Fire and EMS representative, James V. Reilly, stated in writing (via email) that as of October 7, 2024, the site fails the five-minute travel time test for non-residential development from the closest or ‘first due’ Fire/EMS station mitigation will be required.

**(c) Availability and Mitigation**

**(1)** If existing fire and rescue stations are not sufficient to meet the adopted LOS standard, the Planning Director shall find that:

**(D) Should nonresidential development not meet the response time test, the applicant may provide mitigation through:**

**(i) 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**

**(ii) 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 non-residential development.

**CONCLUSION:**

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

**Signature:**

**Email:** Mridula.Gupta@ppd.mncppc.org

**Signature:**

**Email:** Jeremy.Hurlbutt@ppd.mncppc.org