



CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS PLANNERS SURVEYORS

4600 Powder Mill Road, Suite 200, Beltsville, Maryland 20705 Tel:(301) 937-3501 Fax:(301) 937-3507

May 27, 2021.
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
Development Review Division
Attn: Mrs. Sherri Conner, Supervisor

**RE: Statement of Justification for Alafia Baptist Church,
 Minor Subdivision (4-20005)- Amendment of PPS. 4-03101**

Dear Mrs. Conner,

On behalf of our client, Alafia Baptist Church ("Applicant"), Capitol Development Design Inc, hereby submits this Statement of Justification in support of a Minor Amendment to the above captioned Preliminary Plan of Subdivision ("PPS") application, in accordance with the standards of Section 24-117 of the Zoning Ordinance.

I. Nature of Request

The intent of this application is to increase the general gross area (GFA) from 11,000 square feet to 23,560 square feet, the seating capacity from 180 to 300 seats, and trip cap increase from 5AM and 5PM to 13AM and 13PM. The increase in GFA will provide Alafia Baptist Church with a most needed fellow ship hall, extra administrative offices and conference and meeting rooms. These additional uses are permitted as an accessory use under the R-R zone. Other than the GFA and seating capacity increase, the proposed site layout and landscape buffer areas are very similar to the original approved plans. In addition, the building location is the same as the approved preliminary site plan. The only noticeable changes in this application are the building general gross floor area (GFA) and building height. The increase in GFA will also increase the projected trip generation for the site.

II. Site Location and Property Description

The subject site is in Planning Area 73, Council District 6, and is located on the southwest quadrant of the intersection of Woodmore Road and Enterprise Road. The property has a street address of 1800 Enterprise Road, Bowie Maryland 20721. The property consists of approximately 2.26-acres within Rural Residential (R-R) Zone, and is currently vacant. The property contains 1.80 acres of woodlands and does not have any environmental features on site.

III. Surrounding Uses

The subject property is bounded to the east by Enterprise Road, which provides direct access to the site, and to the west, north and south there are three properties owned

by Maryland National Capital Park and Planning Commission. These properties are zoned R-O-S (Reserved Open Space), are vacant.

IV. Development Data Summary:

	EXISTING	PROPOSED
Zone	R-R	R-R
Use(s)	Vacant	Church
Acreage	2.87	2.87
Square Footage/GFA	11,000	23,560
Church Seating Capacity	180	300

Other Development Data

	REQUIRED	PROPOSED
Total Parking Spaces	112	113
Handicapped Spaces	3	5
Spaces for Church	75	113
Lot Coverage (Maximum % of Net Lot Area)	60 (Allowed)	60

V. Zoning and Development History:

The subject site has a Preliminary Plan 4-03101, which was approved by the Planning Board (Resolution PGCPB No.03-272) on January 30, 2003, for an 11,000 square feet church and one parcel. This application was subject to 5 conditions, one of which limits the peak hour trips to 5 am and 5pm.

The plan was subsequently recorded as Final Plat REP 210@53 on January 19th, 2006. Per the Final Plat, the development of the subject site is subject to the conditions of approval attached to Preliminary Plan of Subdivision, 4-03101. Other previous approvals for the site include TCPI/033/09, a Stormwater Management Concept Approval #6085-2007-00 and, and a Natural Resource Inventory NRI-008-09-01. Pursuant to the 1990 Approved Master Plan for Largo-Lottsford, Planning Area 73 East and pursuant to CR-70-1990, the subject property is zoned R-R (Rural-Residential).

VI. Relationship to County Plans and Policies:

General Plan:

This proposal is consistent with the vision, policies and strategies contained within the 2002 Prince George's County Approved General Plan and the Plan Prince George's 2035 Approved General Plan (Plan Prince George's 2035). The subject property in this application is in the Developing Tier of the 2002 General Plan. The vision for the Developing Tier was to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. Much of the developing tier did not meet the goals for growth envisioned by the 2002 plan, and the Plan Prince George's 2035 Plan established a growth boundary within which growth would be encouraged. The Plan Prince George's 2035 designates the property within an established community within



the Growth Boundary. The plan describes established communities as most appropriate for context sensitive infill and low- to medium-density development. The proposed church is permitted uses that contribute to the fulfillment of the General Plan goals.

Approved 1990 Largo-Lottsford Master Plan Amendment, Planning Area 73:

The subject property is located within the boundaries of the Approved 1990 Largo-Lottsford Master Plan and Sectional Map Amendment pursuant to CR-70-1990. The Master Plan identified the subject property as rural residential. The Applicant's request as represented by this instant application remains fully in compliance with the 1990 Largo-Lottsford Master Plan and Sectional Map Amendment.

2005 Approved Countywide Green Infrastructure Plan:

The subject property is not within the boundaries of the 2005 Approved Countywide Green Infrastructure Plan and does not contain any regulated environmental features. Therefore, this standard does not apply. No on-site wetlands or areas within the 100-year floodplain are impacted by the proposed development.

County's Ten Year Water and Sewerage Plan:

The 2010 Water Resources Functional Master Plan amends the 2002 General Plan, and provides growth guidance expressed as goals, policies, and strategies to address water quality impacts associated with land use in the county. The Plan references the Ten-year Water and Sewer Plan and specifically addresses: Drinking Water Supply, Water Treatment, and Stormwater Management.

The subject property is within water and sewer categories W-3 and S-3 and is currently served by the public water and sewer system operated by WSSC.

2008 Public Safety Facilities Master Plan:

A review of the Approved March 2008 Public Safety Facilities Master Plan reveals that the proposed site is within the western portion of Police District II. The subject site has sufficient access to public facilities. The nearest fire/EMS station is .5 miles to the north of the property on Woodmore Road and Enterprise Road and the site is within a 5-mile radius of the Woodmore Glenn Dale Police Station.

2009 Master Plan of Transportation:

According to the 2009 Master Plan of Transportation, the site is adjacent to an Arterial roadway, Enterprise Road as designated by the 2009 Prince George's County Master Plan of Transportation. Adequate right-of-way consistent with master plan recommendations was approved under record plat REP 210-53.

In addition, Enterprise Road has been classified as designated historic Road.

The Approved Preliminary Plan of Subdivision, 4-03101 has an approved variation based on section 24-113 (a) of the Subdivision Regulations which approves an access to an arterial road via an interior street or service road.



VII. Preliminary Plan of Subdivision.

Preliminary Plan of Subdivision 4-03101: was approved by the Planning Board on December 30th, 2003, with 5 conditions.

8. *Transportation's staff review:*

"Transportation – The Largo-Lottsford Master Plan for Planning Area 73 recommends Enterprise Road (MD 193) be upgraded to four-lane divided parkway-arterial (A-27) within a 120-200 foot right-of-way. The adjacent properties to the north and south have dedicated the required amount of right-of-way, consistent with the master plan requirement. The proposed application dedication is determined by extending the right-of-way line from one adjacent property to the right-of-way line of the next adjacent property, as reflected on the preliminary plan submitted November 19, 2003.

The application is a preliminary plan of subdivision for a church consisting of 11,000 square feet of gross floor area. Typically, if trip generation rates for a proposed land use are not listed in the Planning Department's Guidelines for the Analysis of the Traffic Impact of Development Proposals, then the trip rates listed in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 6th Edition, would be used. The ITE manual lists the trip rates for churches as 0.72 trip/1,000 square feet of gross floor area (GFA) during the AM peak hour. For the PM peak house, the rate is listed as 0.66 trip/1,000 square feet of GFA. Because the ITE manual represents rates that are derived from a national sampling of uses, those rates may not always reflect local conditions. Further, in applying ITE rates, one must carefully scrutinize the data from which the rates were derived based on the size of the sample as well as the characteristics of the data points themselves. Another factor that could affect the final rate is the relative size of the churches being evaluated. Because the footprints of churches vary significantly the operational characteristics could also vary, created different trip rates for different size churches.

In the preliminary plan of subdivision for First Baptist Church of Glenarden (4-02047), based on an examination of the data points, staff applied an ITE-corrected rate of 0.25 and 0.37 trips per 1,000 square feet for the AM and PM peak hour, respectively. Those rates were found to be acceptable by the Planning Board and staff believes they are comparable to the subject application. With the application of those rates, the proposed church would generate 3 AM and 4 PM peak-hour trips on weekdays.

The traffic generated by the proposed preliminary plan would impact the intersection of Lottsford Road and Enterprise Road (MD 193). This intersection is no 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.



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

Links and signalized intersections: Level-Of-Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

Unsignalized intersections: the Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

The critical intersection identified, when analyzed with existing traffic data, operates adequately during both peak hours during the weekdays as well as on Sundays. However, under background conditions, the intersection will operate inadequately during the peak hours of weekdays, while showing acceptable levels of service on Sundays.

All of the above-mentioned findings regarding trip rates are predicated on the proposed uses provided to staff by the applicant. The applicant has provided a written outline of weekly activities planned for this proposed facility. Based on the applicant's proposal, no activities are scheduled to begin before 7:00 PM, Monday through Friday.

Due to the limited trip generation of the site, the Prince George's County Planning Board could deem the site's impact at this location to be de minimus. Given these facts, staff would therefore recommend that the Planning board find that 3 AM and 4 PM peak-hour trips will have a de minimus impact upon the operation at the intersection of Lottsford Road and Enterprise Road (MD 193).

The Transportation Planning Section concludes that adequate access roads will exist as required by Section 24-124 of the Prince George's County Code if the application is approved recognizing the applicant's limited hour of operation and establishing a trip cap on development.

At the Planning Board hearing citizens raised concerns regarding possible conflicts with vehicles entering and leaving the site and traffic on Enterprise Road. The applicant indicated that meetings with the State Highway Administration (SHA) had resulted in a recommendation by SHA that the site entrance be developed with a right-in and right-out entrance configuration. The Planning Board indicated their support of this configuration and the applicant also indicated their support with the understanding that improvements within the right-of-way of Enterprise Road are under the jurisdiction of SHA".



RESPONSE: Since the approval of Preliminary Plan (4-03101) in 2003, the intersection of Lotsford Road/Woodmore Road and Enterprise Road (MD 193) has been improved.

CDDI has attached two aerial pictures which date back to 2000 and 2019-2020.

Exhibit A shows the intersection of Enterprise Road and Lotsford Road/Woodmore Road around the year 2000 (no improvements occurred around this time).

Exhibit B shows the same intersection of Enterprise Road and Lotsford road/Woodmore Road on 2019-2020. The aerial picture shows that the roads have been widened and have added at least one extra lane at the west and east bound approach to Enterprise Road and at the south and north bound approach to Lotsford Road/Woodmore Road. Additionally, traffic signals have been constructed at the intersection which has improved the traffic volume and level-of-service for each lane.

These improvements have minimized the traffic impacts that at one point this preliminary plan was generating.

The Analysis of Sunday Traffic Operations and Traffic Data Submission and Traffic Data Submission for Weekday Traffic Situation prepared by O.R George & Associates, Inc. show in depth that the traffic operations during the period of the Church's Sunday activities are currently quite acceptable, and allow easily access through the local area.

VIII. Conclusion:

The Applicant submits this Minor Preliminary Plan request for a change in the general floor area for the approved Preliminary Plan 4-03101 to permit the increase of the general floor area from 11,000 to 23,560 and to increase the trip generation cap to 13AM and 13PM in compliance with all relevant criteria set forth in the Subdivision Ordinance. This request complies with the required findings for Preliminary Plans of Subdivision, the approved 1990 Largo-Lottsford Master Plan and Sectional Map Amendment, and the applicable County plans and policies. Development proposed will be reviewed in accordance with 24-121 (Planning and Design Requirements), 24-122 (Public Facilities Requirements) 24-123 (General Transportation and Circulation Requirements), and 24-124 (Adequate Roads Required). **In light of the above information, we respectfully request a staff level review so this minor Preliminary Plan of Subdivision can be approved.**

Please call me if additional information is required.

Sincerely,



Milton Perez
perez@cddi.net
301-937-3501
Ext. 104.



CAPITOL DEVELOPMENT DESIGN, INC.



EXHIBIT A

Data provided by Prince George's County Planning Department

1

AERIAL PICTURE TAKEN ON THE YEAR 2000



LOTTSFORD
ROAD

8.5X11_Landscape

ENTERPRISE
ROAD

WOODMORE
ROAD

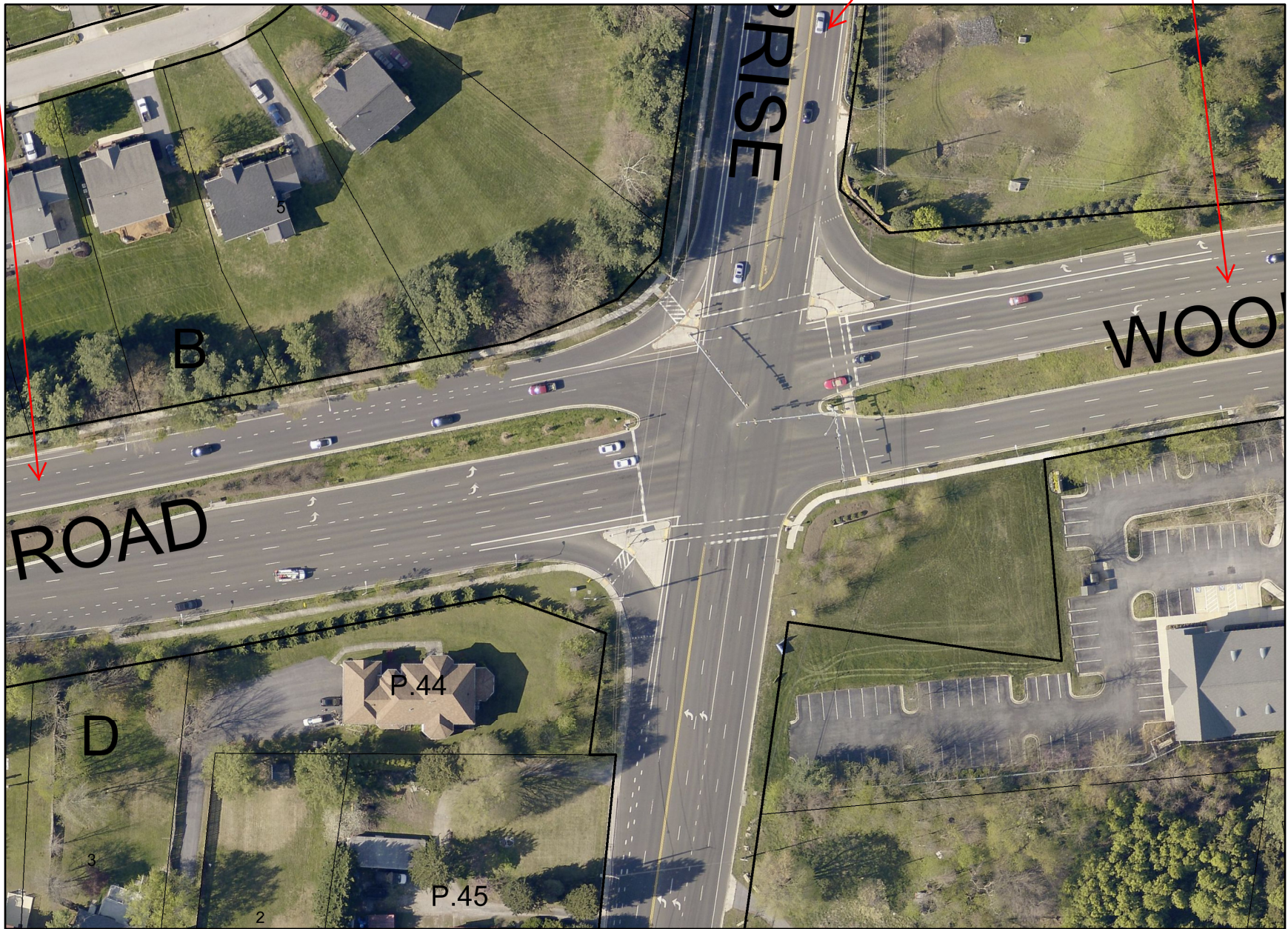
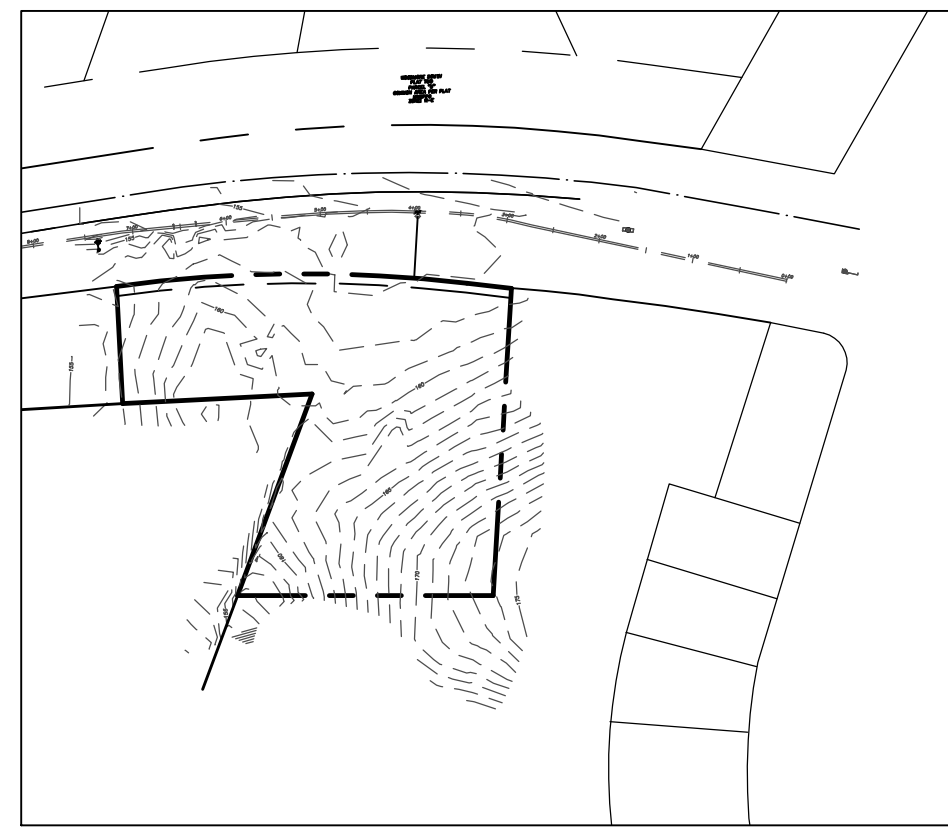
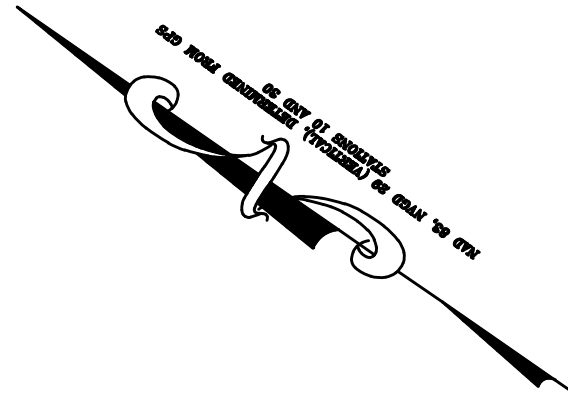
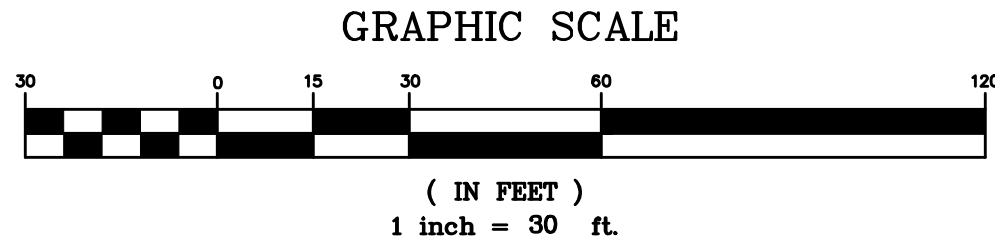


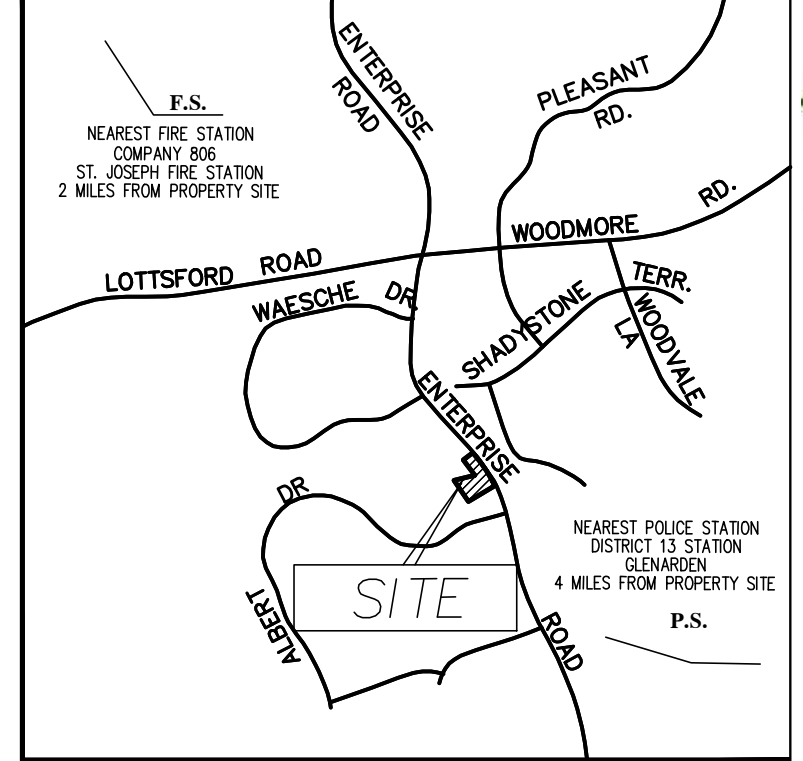
EXHIBIT B

Data provided by Prince George's County Planning Department

AERIAL PICTURE TAKEN ON THE YEAR 2019-2020



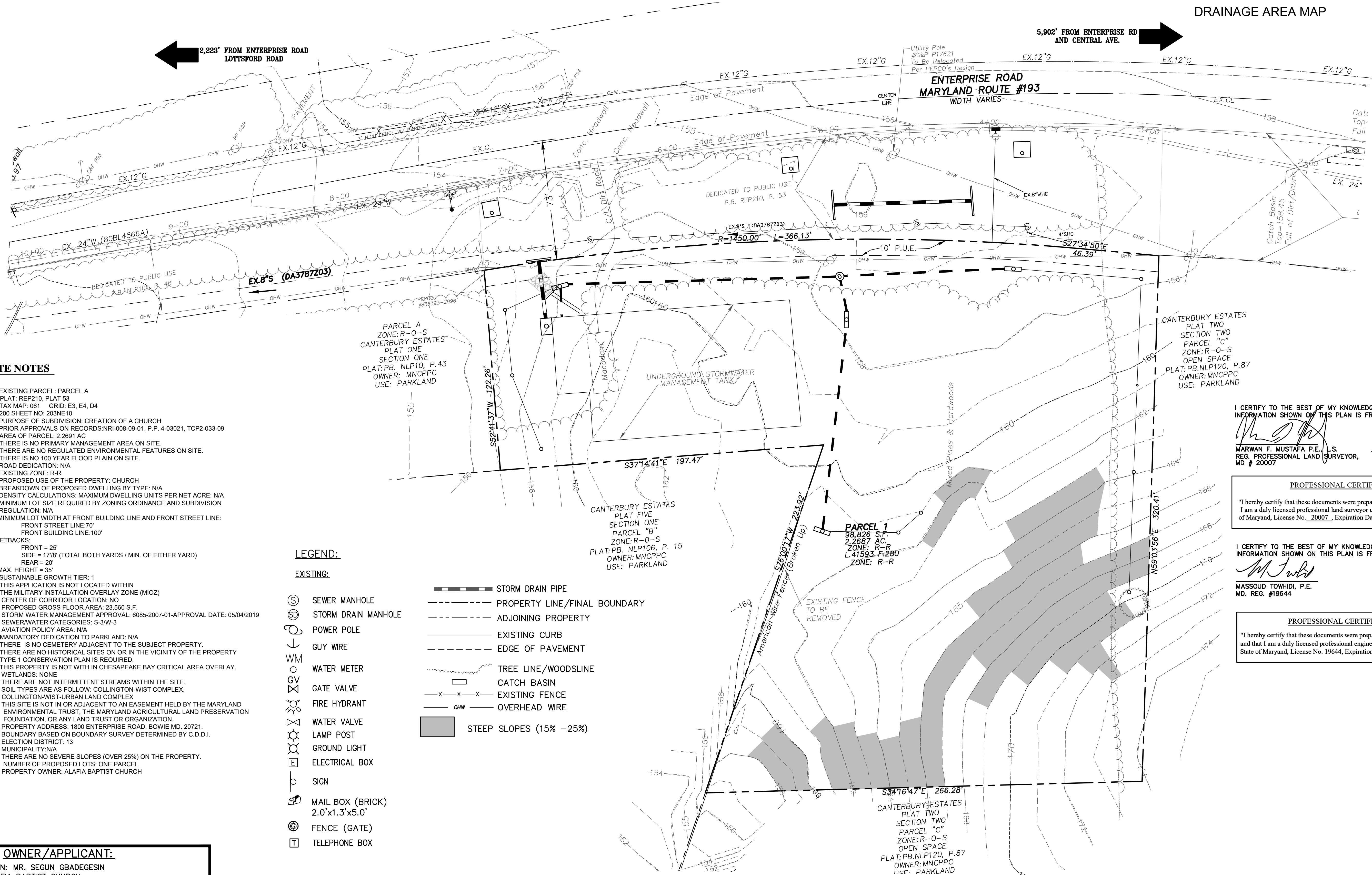
DRAINAGE AREA MAP



VICINITY MAP
SCALE: 1"=2000'

2,223' FROM ENTERPRISE ROAD
LOTTSFORD ROAD

5,902' FROM ENTERPRISE RD
AND CENTRAL AVE.



SITE NOTES

- EXISTING PARCEL: PARCEL A
- PLAT: REP210, PLAT 53
- TAX MAP: 061 GRID: E3, E4, D4
- 200 SHEET NO: 203NE10
- PURPOSE OF SUBDIVISION: CREATION OF A CHURCH
- PRIOR APPROVALS ON RECORDS: NRI-008-09-01, P.P. 4-03021, TCP2-033-09
- AREA OF PARCEL: 2.2681 AC
- THERE IS NO PRIMARY MANAGEMENT AREA ON SITE.
- THERE ARE NO REGULATED ENVIRONMENTAL FEATURES ON SITE.
- THERE IS NO 100 YEAR FLOOD PLAIN ON SITE.
- ROAD DEDICATION: N/A
- EXISTING ZONE: R-R
- PROPOSED USE OF THE PROPERTY: CHURCH
- BREAKDOWN OF PROPOSED DWELLING BY TYPE: N/A
- DENSITY CALCULATIONS: MAXIMUM DWELLING UNITS PER NET ACRE: N/A
- MINIMUM LOT SIZE REQUIRED BY ZONING ORDINANCE AND SUBDIVISION REGULATION: N/A
- MINIMUM LOT WIDTH AT FRONT BUILDING LINE AND FRONT STREET LINE:
FRONT STREET LINE: 70'
FRONT BUILDING LINE: 100'
- SETBACKS:
FRONT = 25'
SIDE = 17/8" (TOTAL BOTH YARDS / MIN. OF EITHER YARD)
REAR = 20'
- MAX. HEIGHT = 35'
- SUSTAINABLE GROWTH TIER: 1
- THIS APPLICATION IS NOT LOCATED WITHIN
THE MILITARY INSTALLATION OVERLAY ZONE (MIOZ)
- CENTER OF CORRIDOR LOCATION: NO
- PROPOSED GROSS FLOOR AREA: 23,560 S.F.
- STORM WATER MANAGEMENT APPROVAL: 6085-2007-01-APPROVAL DATE: 05/04/2019
- SEWER/WATER CATEGORIES: S-3/W-3
- AVIATION POLICY AREA: N/A
- MANDATORY DEDICATION TO PARKLAND: N/A
- THERE IS NO CEMETERY ADJACENT TO THE SUBJECT PROPERTY.
- THERE ARE NO HISTORICAL SITES ON OR IN THE VICINITY OF THE PROPERTY
- TYPE 1 CONSERVATION PLAN IS REQUIRED.
- THIS PROPERTY IS NOT WITHIN CHESAPEAKE BAY CRITICAL AREA OVERLAY.
- WETLANDS: NONE
- THERE ARE NOT INTERMITTENT STREAMS WITHIN THE SITE.
- SOIL TYPES ARE AS FOLLOWS: COLLINGTON-WIST COMPLEX, COLLINGTON-WIST-URBAN LAND COMPLEX
- THIS SITE IS NOT IN OR ADJACENT TO AN EASEMENT HELD BY THE MARYLAND ENVIRONMENTAL TRUST, THE MARYLAND AGRICULTURAL LAND PRESERVATION FOUNDATION, OR ANY LAND TRUST OR ORGANIZATION.
- PROPERTY ADDRESS: 1800 ENTERPRISE ROAD, BOWIE MD. 20721.
- BOUNDARY BASED ON BOUNDARY SURVEY DETERMINED BY C.D.I.I.
- ELECTION DISTRICT: 13
- MUNICIPALITY: N/A
- THERE ARE NO SEVERE SLOPES (OVER 25%) ON THE PROPERTY.
- NUMBER OF PROPOSED LOTS: ONE PARCEL
- PROPERTY OWNER: ALAFIA BAPTIST CHURCH

LEGEND:

EXISTING:

- SEWER MANHOLE
- STORM DRAIN MANHOLE
- POWER POLE
- GUY WIRE
- WATER METER
- GATE VALVE
- FIRE HYDRANT
- WATER VALVE
- LAMP POST
- GROUND LIGHT
- ELECTRICAL BOX
- SIGN
- MAIL BOX (BRICK)
2.0'x1.3'x5.0'
- FENCE (GATE)
- TELEPHONE BOX

- STORM DRAIN PIPE
- PROPERTY LINE/FINAL BOUNDARY
- ADJOINING PROPERTY
- EXISTING CURB
- EDGE OF PAVEMENT
- TREE LINE/WOODS LINE
- CATCH BASIN
- EXISTING FENCE
- OVERHEAD WIRE
- STEEP SLOPES (15% -25%)

I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE INFORMATION SHOWN ON THIS PLAN IS FROM AVAILABLE RECORDS.

MARWAN F. MUSTAFA P.E., L.S.
REG. PROFESSIONAL LAND SURVEYOR, MD # 20007
DATE 05/27/2021

PROFESSIONAL CERTIFICATION

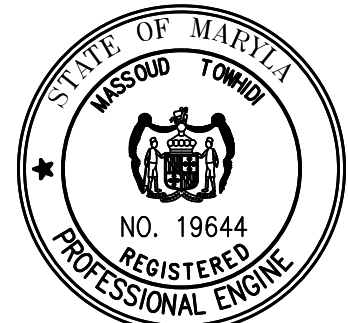
"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional land surveyor under the laws of the State of Maryland, License No. 20007, Expiration Date: 09/25/2028."

I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE INFORMATION SHOWN ON THIS PLAN IS FROM AVAILABLE RECORDS.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644
DATE 05/27/2021

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 19644, Expiration Date: 04/18/2023."



ALAFIA BAPTIST
CHURCH
PARCEL 1

PRELIMINARY PLAN
4-20005

REVISIONS

04/20/2021 REV.
PER SDRC COMMENTS
MP.
05/27/2021 REV.
PER SDRC COMMENTS
MP.

DATE: MAY., 2021
DWN. JH
CHECKED MP

SCALE: 1"=30'

PROJECT/FILE NO.
19-033

SHEET NO.
1 OF 1

OWNER/APPLICANT:

ATTN: MR. SEGUN GBADEGESIN
ALAFIA BAPTIST CHURCH
3623 EASTERN AVENUE
MT. RAINIER, MD 20712
gbaseg2002@yahoo.com

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