

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on February 17, 2005 regarding Detailed Site Plan DSP-04046 for Metropolitan Baptist Church, the Planning Board finds:

1. **Request:** DSP-04046 is an application to construct a new church with 4,150 seats and associated parking and recreation facilities.
2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	C-O	C-O
Use(s)	Vacant	Church
Acreage	34.955 ac.	34.955 ac.
Lots	15	15
Parcels	N/A	N/A
Square Footage/GFA	0	142,157
Dwelling Units:	N/A	N/A
<b>Parking Spaces:</b>		
Required:		
Church: 1 space/4 seats (4,150 seats/4) =	1,038 spaces	
Of which are HC spaces	21 spaces	
Provided:		
HC	1,038 spaces	
	21 spaces	
<b>Loading Spaces:</b>		
Required and Provided:		
	2 spaces	

3. **Location:** The site is located in the southeast quadrant of the intersection of Central Avenue (MD 214) and the Capital Beltway (I-95/495) in Council District 06.
4. **Surroundings and Uses:** The site, previously known as the Northampton Business Park, borders the MD 214/I-95 interchange immediately to the west; further west beyond the interchange is the Hampton Mall. To the north across MD 214 are two hotels and other vacant land in the C-O Zone. Immediately east of the site is the Largo-Kettering branch library. To the south is Phyllis E. Williams elementary school. To the southeast along Harry S Truman Drive are townhouses in the R-30 Zone.
5. **Previous Approvals:** The site has final plats approved (NLP 137@84, NLP 145@73 and 74) that require submission of a detailed site plan to evaluate views from MD 214 and the Capital Beltway. The site also has an approved stormwater management concept approval No. 14034-2004-00.

#### COMPLIANCE WITH EVALUATION CRITERIA

6. **Zoning Ordinance:** The subject application is in general conformance with the requirements of the Zoning Ordinance for a church in the C-O Zone. A few minor omissions in required information have been identified and are dealt with in the proposed conditions below.
7. **Landscape Manual:** The detailed site plan is subject to the requirements of Sections 4.2, 4.3, and 4.7 of the *Landscape Manual* and is generally in conformance with the applicable requirements. An alternative compliance request was submitted late in the review for reduction in the number of shade trees in the parking lot in exchange for preservation of existing specimen trees in the lot. The alternative compliance application is under review but that review has not been completed.
8. **Woodland Conservation Ordinance:** The Environmental Planning Section indicated that the property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the property is greater than 40,000 square feet gross tract area, there are more than 10,000 square feet of existing woodland, and more than 5,000 square feet of woodland clearing is proposed. A Type II Tree Conservation Plan (TCPII/159/04) was submitted with the detailed site plan application and reviewed. Finding 19 below indicates that the submitted tree conservation plan is recommended for approval with conditions.
9. **Design Considerations:** The site is accessed from Harry S Truman Drive by way of Capital Lane and Capital Court. A surface parking compound occupies a large part of the northern half of the site, on both sides of Capital Court. A substantial area of wetlands occupies the central and southern portions of the site. The church building will be located along the western edge of the property. It will incorporate a variety of materials (limestone, limestone-faced pre-cast panels, metal panels, pre-cast concrete panels, large expanses of glass in an aluminum glazing system) in a modern composition of numerous irregular geometric shapes joined harmoniously together and topped by a tall stainless steel spire rising to 242 feet in height. Certainly the spire and probably portions of the main building will be visible from the two adjacent highways and will provide an impressive and attractive view from those roads. The church originally proposed a small

recreational area at the southern tip of the property but this is being eliminated from the plan at the request of the surrounding community.

#### REFERRAL COMMENTS

10. In a memorandum dated February 8, 2005 (Masog to Adams), the Transportation Planning Section made the following comments:

The subject property is a part of a larger development of 58 acres that was the subject of preliminary plan 4-86201. There is one transportation-related condition on the underlying subdivision, and findings were made in approving the subdivision. The status of these are summarized below:

**4-86201, Condition 6.** Requires the provision of right-of-way along Harry S Truman Drive and MD 214 prior to the recordation of lots. The lots have been recorded, the right-of-way has been provided, and the road facilities have been constructed. OK.

The transportation staff made adequacy findings based upon the transportation impact of 1,255 AM peak-hour trips. This would be roughly equivalent to 627,500 square feet of general office space, which would generate 1,255 AM and 1,161 PM peak-hour trips.

SDP	Development Quantity	Status	AM Trip Generation	PM Trip Generation
DSP-88027	50,400 sq. ft. library	Built	53	357
DSP-01043	151 student day care	Built	121	124
Total			174	481

The subject application includes 142,157 square feet of church space. The resulting weekday peak-hour trip generation would be 13 AM and 19 PM trips. With the subject application and the previous approvals, the site would generate 187 AM and 500 PM weekday peak-hour trips. This is within the level of development that formed the basis for the adequacy findings in 1987.

It should be noted that the Sunday trip generation of this proposal could be up to 2,615 trips during the Sunday peak hour. Transportation planning staff is given no jurisdiction to address off-site transportation issues under Subtitle 27. Nonetheless, it is advisable that the Harry S Truman Drive/Prince Place intersection be signalized, and that the intersection include a northbound left-turn lane along Harry S Truman Drive and a two-lane approach along eastbound Prince Place. While the Planning Board cannot include these improvements as conditions of approval, they should be considered by the county Department of Public Works and Transportation through their permitting process if determined to be necessary and appropriate for a church of this size.

Access and circulation within the site are acceptable.

The subject property was the subject of a 1986 traffic study and was given subdivision approval pursuant to a finding of adequate transportation facilities made in 1987 for Preliminary Plan of Subdivision 4-86201. A review of the subject plan with the underlying subdivision indicates no issue with the approval of the plan from the standpoint of transportation.

11. In a memorandum dated November 29, 2004, the Subdivision Section indicated that the applicant must submit a vacation petition in order to abandon part of Capital Court as proposed on the plan, and subsequent to that a new final plat must be approved.
12. In a memorandum from the Community Planning Division (Washburn to Greene) dated January 31, 2005, that division indicated that the proposed church is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier. Further, it is not inconsistent with the land use recommendations of the *Largo-Lottsford Approved Master Plan Amendment and Adopted Sectional Master Plan* (1990), which recommends preservation of on-site natural features. The memorandum from the Environmental Planning Section in Finding 19 below discusses preservation of environmental features on the site.
13. In a memorandum dated December 20, 2004, from the trails planning staff of the Transportation Planning Division (Shaffer to Greene), the trails staff stated that the adopted and approved Morgan Boulevard and Largo Town Center Metro area sector plan identifies Harry S Truman Drive as a master plan bike/trail corridor. Currently, the road includes a standard sidewalk along the entire frontage of the subject site. It is envisioned that this road will ultimately include continuous sidewalks for pedestrians and in-road bicycle facilities for bicycle commuters, such as designated bike lanes. Staff recommends the provision of one "Share the Road with a Bike" sign to indicate that bicyclists may be using this road as an on-road bike route.

The trails planner further stated that the sector plan recommends a master plan trail from the end of Prince Place to the existing Southwest Branch Stream Valley Park and future extension of the stream valley trail. Portions of the Southwest Branch Stream Valley Trail exist south of the subject site. This connection will link the northern end of the planned trail extension with Prince Place at the southern end of the subject site. Trails planning staff recommend provision of a 35-foot-wide public use trail easement on top of the existing WSSC access easement. This easement should connect the end of Prince Place with the M-NCCPC property adjacent to the subject site.

Finally, the trails planner stated that sidewalks exist along the entire length of the subject site's frontages of Capital Court, Capital Lane, and Harry S Truman Drive. Staff supports the proposed sidewalks to be added as indicated on the site plan.

14. The Department of Environmental Resources/Concept Section stated that the site plan for the

Metropolitan Baptist Church is consistent with approved stormwater concept No. 14034-2004.

15. The Washington Suburban Sanitary Commission/Development Services Group stated in a memorandum dated December 13, 2004, that the engineer's request to acquire a portion of WSSC's water main within the limits of the project is being reviewed.

16. The Permit Review Section identified several deficiencies on the plan that have either been corrected in the course of the review or are addressed in the proposed conditions below.

17. The State Highway Administration (SHA) in a memorandum dated December 2, 2004 (Foster to Greene), indicated that SHA has no objection to approval of DSP-04046.

18. At the time the staff report was written, no response had been received from the Department of Public Works and Transportation regarding the subject application.

19. The Environmental Planning Section in a memorandum dated February 9, 2005 (Finch to Adams), made the following comments:

The Environmental Planning Section has reviewed the revised detailed site plan and Type II tree conservation plan date stamped as received by the Environmental Planning Section on January 25, 2005.

The Environmental Planning Section recommends approval of detailed site plan DSP-04046 and Type II tree conservation plan TCPII/159/04 subject to conditions contained within this memorandum.

## **BACKGROUND**

The Environmental Planning Section has not reviewed any prior applications for this site.

Prior to the submission of revised plans, the Environmental Planning Section received additional information on January 14, 2005. This included a Natural Resources Inventory/Forest Stand Delineation dated April 2004; and "A Request for Jurisdictional Determination of Wetlands and Waters of the U.S." prepared by Haines Land Design, which was submitted to the Maryland Department of the Environment on November 24, 2003. A jurisdictional determination had not been granted as of that date.

The Environmental Planning Section (EPS) reviewed these supplemental submissions at the request of the Urban Design Section based on the previous comments of EPS, so that any outstanding deficiencies could be identified. Based on this review, additional information and revisions as listed in a memorandum dated January 19, 2005, were requested. It should be noted that without an accurate forest stand delineation (FSD) it was not possible to complete other aspects of the review previously.

## **SITE DESCRIPTION**

This 35.02-acre site in the C-O Zone is located on the south side of MD 214 between I-95 and Harry S. Truman Drive. A review of the available information indicates that streams, wetlands and 100-year floodplain occur on this site. Several transportation-related noise generators have been identified in the immediate vicinity of this site, including I-95, MD 214, and Harry S. Truman Drive. The soils found to occur according to the Prince George's County Soil Survey include soils in the Adelphia fine sandy loam, Aura gravelly loam, Aura and Croom gravelly loam and Matapeake silt loam soil series. Some of these soils have limitations with respect to the high water tables or impeded drainage that may affect the construction phase of the development but will not affect the proposed layout of the site during this review. According to available information, Marlboro clay is not found to occur in the vicinity of this property. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no rare, threatened or endangered species found to occur in the vicinity of this property. There are no designated scenic or historic roads located along the frontage of this property. This property is located in the Southwest Branch watershed of the Patuxent River basin and in the Developing Tier as reflected in the adopted General Plan.

## **ENVIRONMENTAL REVIEW**

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe what revisions were made, when and by whom.

- a. A natural resource inventory/FSD text was submitted on January 14, 2005, for consideration with the detailed FSD. A single-sheet plan, labeled "NRI/FSD," dated January 8, 2004, was previously received on November 19, 2004. During the November 30, 2004, and January 19, 2005, reviews it was identified that the FSD plan and TCPI plan were at 1 inch equals 60 feet, not at 1 inch equals 30 feet, which is the scale of the DSP.

The revised FSD plans submitted January 25, 2005, consist of five sheets, an overall sheet at 60-foot scale, and four sheets at 30-foot scale. All plans are dated August 18, 2004, and no revisions are noted on the plan sheets. A memorandum from Haines Land Design to the Urban Design Review Section dated January 19, 2005 indicates that thirteen revisions have been made to the FSD, although none are noted on the plans.

The field data has been provided, and narratives have been provided for the 12 forest stands identified. Although 12 forest stands were identified, only 10 have been labeled on the plan. The text does not include any stand summary sheets that identify priority ratings for retention. A "Significant Tree Summary" was included in the text that includes numerous trees that do not meet the county specimen tree standard of 30 inches diameter at breast height or 75 percent of the county Champion in order to be considered

“specimen trees.” The list on the overall plan sheet has been amended to include only those trees that are specimen trees. The FSD text should also be revised.

The plan includes wetland buffers, stream buffers, and combined wetland and stream buffers, which were previously requested to be removed. A delineation of the Patuxent River Primary Management Area has been added to the plan, which is inappropriate on an FSD. The plan sheets include no north arrow.

The plan has added categories of wetlands including perennial stream, ephemeral stream, and wetland/ephemeral stream. Wetlands should be labeled as wetlands. Streams of any type should be labeled in the legend as streams. If streams are ephemeral they should either not be shown or should be labeled as ephemeral and evidence provided that results in this determination. The wetland study shows the “ephemeral” streams as jurisdictional, so they should be show simply as “streams.”

The letter from Haines Land Design indicates that the 100-year floodplain (SD#87339A) was approved by the Department of Environmental Resources Watershed Protection Branch on December 12, 1987, and revised on August 2, 1988. The text and plan should be revised to reflect this new information.

The FSD should only identify the 15–25 percent slopes on-site if they are located on highly erodible soils (K factor greater than 0.35). Revise the legend to reflect this requirement, and correct the plan if necessary to limit steep slopes shown to those on highly erodible soils.

**Recommended Condition:** Prior to certificate approval of the detailed site plan, the revise all sheets of the FSD plan and the text as follows:

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