

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Subdivision Plat 4-00071  
Reid Temple AME Church, Parcel C and Outparcel D

OVERVIEW

The subject property is located on Tax Map 36 in Grid C-3, and is known as Parcels 117, 118 and the residue of Parcel A. Parcel A was originally subdivided in 1965, in plat book WWW 61 @ 26. In 1995, 32 acres of Parcel A was resubdivided into Parcel B (VJ 174 @ 61), leaving 65.83 acres of residue of Parcel A. The applicant is now proposing to resubdivide the 65.83 acres of residue of Parcel A, Parcel 117 and Parcel 118, into Parcel C and Outparcel D.

Parcel C is to be one 32.16 acre building site for the construction of the Reid Temple AME Church. The remaining 50.84 acres of Parcel A will be resubdivided with this plat and designated as an Outparcel for future developed. Currently the portion of the property known as Parcel D is under separate ownership from the portion of the property to be developed for the Reid Temple AME Church. The preliminary plat will be revised to reflect Parcel D as and Outparcel, for which any future development will require the approval of a new preliminary plat of subdivision.

The proposed Reid Temple building site has frontage on Holladay Tyler Road, a 70-foot right-of-way to the northwest; Glenn Dale Road, a 200-foot modified arterial right-of-way to the southwest; and Prospect Hill Road an 80-foot collector right-of-way to the southeast. The applicant is proposing access via Holladay Tyler Road and Prospect Hill Road. Access via Glenn Dale Boulevard is recommended for denial and should be reflected on the final plat of subdivision.

Currently the applicant is proposing to develop this site in two phases. Ultimate buildout is proposed to total 104,000 square feet of church and ancillary uses, with a seating capacity of 3,000 persons. The property is zoned R-R on which a church use is permitted. The review of a detailed site plan is not required when the site is in excess of 2 acres.

Although the subdivision process does not review the development layout of all structures, the applicant has provided a site plan for review. The applicant has proposed construction of the church building 200 feet from Glenn Dale Boulevard, preserving the 100-year floodplain and its buffers which are located along the properties frontage of Glenn Dale Boulevard. However, in order to provide an additional access point onto Holladay Tyler Road it was necessary to propose an area of intrusion into the 100 year floodplain and its buffer to gain direct access to Holladay Tyler Road. This disturbance is discussed further in the ■Variation■ Section of this report.

SETTING

The subject property is located in the northeast quadrant of the intersection of Glenn Dale Boulevard (MD 193) and Prospect Hill Road in Glenn Dale. The property is southeast of the intersection of Glenn Dale Boulevard. Parcel B to the west is zoned I-1 and is the site of the Home Depot distribution

center. To the northwest is the Pennsylvania Railroad line. To the east across prospect Hill Road is a church and further east fronting Old Prospect Hill Road is the Glenn Dale Golf Course, all in the R-R Zone.

#### FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Variation Request -The applicant has requested a variation from Section 24-130(b) of the Subdivision Regulations to clear 0.20 acres of wooded floodplain in order to provide vehicular access to the public right-of-way located on the northwest boundary of the property, onto Holladay Tyler Road.

Staff has reviewed the variation request dated January 15, 2001, and is in agreement with the applicant's comments addressing the required findings necessary for the granting of a variation. Staff supports the request to allow the disturbance of 8,712 square feet of floodplain and its buffer, based on the following findings.

- a. **The granting of the variation will not be detrimental to the public safety, health or welfare, or injurious to other property.** Although Parcel C has frontages along three public rights-of-way. Direct access onto Glenn Dale Boulevard should, and is proposed to be denied. By granting this variation the applicant will be able to access Holladay Tyler Road, in addition to Prospect Hill Road. The granting of the variation request is beneficial to the public safety, health and welfare by providing an alternative access to the proposed church site.
- b. **The conditions of which the variation is based are unique to the property for which the variation is sought and are not applicable generally to other properties.** The 100 year floodplain on this property significantly hinders access to two of three streets the property fronts. This environmental feature is unique to surrounding properties due to its location on the property and that it has resulted from an undersized pipe being placed under Glenn Dale Boulevard and the Amtrak railroad tracks to the west. The combination of the conditions of the location of the 100 year floodplain and the fact that this feature was man made are unusual and unique from other properties in general.
- c. **The variation does not constitute a violation of any other applicable law, ordinance or regulation.** Approval of this variation request will not result in a violation of other applicable laws, ordinances or regulations.
- d. **Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of these regulations is carried out.** Because of the topographical location and shape of the floodplain area, the applicants ability to access this property is restricted. Without the approval of the variation the applicant would not be able to access Holladay Tyler Road. With the additional access onto Holladay Tyler Road, the applicant will be able provide a more comprehensive and safer vehicular circulation than that which would exists with one access onto

Prospect Hill Road. A particular hardship would result to the applicant if they were denied the ability to provide the most efficient access and circulation scenario for the development of this site.

2. Environmental - This site is subject to the provisions of the Woodland Conservation Ordinance. The entire site is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A Forest Stand Delineation for Parcel C was provided with the application which meets the requirements of the ordinance. A revised Type I Tree Conservation Plan for Parcel C and Outparcel D, TCP I/20/00 was submitted for review. A more detailed environmental review of Outparcel D will occur at the time of preliminary plat for development of that portion of the site, the applicant is proposing no disturbance to Outparcel D at this time. The Environmental Planning Section has reviewed the revised preliminary plan submittal January 26, 2001, and finds that the plan meets all applicable environmental requirements.

The woodland conservation threshold for Parcel C is 5.97 acres (20% of the Net Tract); an additional 4.61 acres is required due to removal of woodland, for a total minimum requirement of 10.78 acres. The applicant has proposed to meet the requirement with 9.89 acres of on-site preservation and 1.49 acres of on-site reforestation/afforestation, for a total of 11.38 acres of on-site woodland conservation. This quantity exceeds the requirement.

However, the applicant has proposed reforestation details which propose a stocking rate of 200-1 inch caliper trees per acre. This reforestation stocking rate is far less than the 1,000 seedlings per acre or equivalent required by the Woodland Conservation Technical Manual. Prior to certification of the TCP I, the reforestation stocking rate should be corrected to be in conformance with the Woodland Conservation Technical Manual.

A stream runs along the southern boundary of proposed Parcel C, adjacent to Glenn Dale Boulevard, with an associated 100-year floodplain. An undersized drainage pipe under the roadway, which drains to an undersized pipe under the railroad tracks to the west, has created a large floodplain area in the southwest corner of the site. Nontidal wetlands found on the site are located within the limits of the 100-year floodplain. The site is located in the Folly Branch watershed, which is a tributary of the Patuxent River.

A stream and 2.32 acres of 100-year floodplain have been identified on this site. Because this site is located in the Patuxent River watershed, a Patuxent River Primary Management Area (PMA) should be delineated in accordance with Sec. 24-130, to include a minimum 50-foot wide buffer from the top of the bank, and expanded to include floodplain, nontidal wetlands, steep slopes, and severe slopes on erodible soils.

The site is located in water and sewer categories 3 and the proposed development will be served by public systems. No Marlboro clay has been identified on this site. No rare, threatened or endangered species have been identified. No scenic and/or historic roads or proposed greenways systems are affected by this proposal.

The soils on the site are mostly in the Christiana and Keyport series. Christiana soils are in the hydrologic group C, have a K factor of 0.37, and exhibit a high shrink-swell potential. Keyport soils are also in hydrologic group C, have a K factor of 0.43 and may be subject to seasonably high water tables and impeded drainage. Also on the site are small areas of Elkton, Iuka, and Sunnyside soils. Elkton soils are in the D hydrologic group, and have a K value of 0.43. They may be subject to a high water table and poor drainage. Iuka soils are in hydrologic group C, and are also subject to high water tables and impeded drainage. A soils report may be required by DER at the time of permit.

Parcel C is impacted by noise. A noise corridor has been identified along Glen Dale Road. Based upon its functional classification, right-of-way width, average daily traffic, and speed limits, it is projected that the 65 dBA noise contour will fall 832 ft from the center of the road. The proposed use as a church, although in a residential zone, does not require adherence to interior and exterior residential noise standards. The applicant is advised to consider noise in the selection of construction techniques and placement of outdoor use areas.

If residential uses are proposed as accessory to the church, such as a parsonage or a retreat/guest house, interior noise impacts will need to be considered. In that case, a Phase I noise study would be required to determine the extent of noise impacts on the site related to Glen Dale Road. Based on the evidence presented in the study, the applicant would then provide appropriate noise mitigation to reduce interior residential noise to 45 dBA Ldn and exterior residential noise levels to 65 dBA Ldn in rear yards.

The applicant has proposed an area of reforestation within the limits of the proposed stormwater management pond. At time of TCP II, the applicant should demonstrate that areas proposed for reforestation within the limits of the stormwater management pond are to be planted with landscaping sufficient to meet the more stringent woodland conservation planting requirement.

2. Community Planning - The subject property is in Planning Area. The *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity* (1993) land use recommendation for this property is for Low Suburban residential development.

The Prince Georges County Zoning Ordinance requires a special exception for churches in the R-R Zone when situated on a site of one acre or less, and a detailed site plan for churches in the R-R Zone when situated on a site of between one and two acres. The subject site is 32.18 acres and therefore a detailed site plan or special exception are not required. However, the impact of development on the Glenn Dale corridor should be noted. The applicant should consider careful siting of the proposed development and the impact on the surrounding community.

Currently the church structure is proposed 200 feet from the right-of-way of Glenn Dale Boulevard preserving the existing 100 year floodplain and its buffer that is situated along the entire frontage of the property along Glenn Dale Boulevard. The original site layout submitted with the preliminary plat proposed parking at the intersection of Prospect Hill

Road and Glenn Dale Boulevard. Due to the significant impact on the 100 year floodplain and its buffer the applicant relocated the parking area back more than 700 feet from the intersection and has proposed that portion of the site to be an area of reforestation.

3. Parks and Recreation - In accordance with Section 24-134(a) of the Subdivision Regulations the proposed preliminary plat is exempt from the Mandatory Dedication requirements because the proposed church is located on a site that is greater the one acre in size.

The applicant should note that the *Approved Master Plan and Sectional Map Amendment for Glenn Dale-Seabrook-Lanham and Vicinity* (1993), provides a floating park symbol in the vicinity of Outparcel D. Future development of Outparcel D could initiate the reservation process provided for in Division 7, of the Subdivision Regulations by the Department of Parks and Recreation, M-NCPPC.

4. Trails - The *Adopted and Approved Master Plan recommends that Glenn Dale Boulevard* (MD 193) be designated as a Class III bikeway with appropriate signage. Because Glenn Dale Boulevard is a State right-of-way, the applicant should provide the installation of one "Share the Road with a Bike" sign in accordance with State requirements. However, prior to the placement of the signs, SHA should have the opportunity to review the proposed locations to ensure they are acceptable. The developer would purchase the signs from the State and install them in accordance with the State's Manual on Uniform Traffic Control Devices dealing with the section on bicycle facilities. A note should be placed on the final record plat that installation will take place prior to the issuance of the first building permit.

The Adopted and Approved Master Plan also recommends that Prospect Hill Road be designated as a Class III bikeway with appropriate signage. Because Prospect Hill Road is a County right-of-way, the applicant should provide a financial contribution of \$210 to the Department of public Works and Transportation for the placement of this signage. A note should be placed on the final record plat for payment to be received prior to the issuance of the first building permit.

5. Transportation - The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 83 acres of land in the R-R Zone. The property is located on the east side of MD 193 between Prospect Hill Road and Holladay Tyler Road. The applicant proposes church facilities totaling 104,000 square feet on proposed Parcel C. An Outparcel is proposed for the remainder of the property. Development on Outparcel D will require a preliminary plat of subdivision, through which adequate public facilities will be determined.

The transportation staff determined that a traffic study detailing weekday and Sunday analyses was needed. In response, the applicant submitted a traffic study dated December 2000. The findings and recommendations outlined below are based upon a review of these materials and analyses consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The study was referred to both the County Depart

ment of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA).

### Summary of Traffic Impacts

The applicant has prepared a traffic impact study in support of the application using new counts taken in October 2000. The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

MD 193/Prospect Hill Road  
MD 193/MD 564

With the development of the subject property, the traffic consultant has determined that adequate transportation facilities in the area can be attained without significant off-site transportation improvements. The analysis was based on the construction of 104,000 square feet of church facilities on Parcel C in consideration of weekday and Sunday traffic.

When the traffic study was scoped, access was originally intended from the site onto Prospect Hill Road only. It now appears that the site will also have access onto Holladay Tyler Road, which is unsignalized. Both cases have been analyzed by the staff.

### Staff Analysis of Traffic Study

Existing conditions in the vicinity of the subject property are summarized as follows:

EXISTING CONDITIONS						
Intersection	Critical Lane Volume (AM & PM)			Level of Service (LOS, AM & PM)		
MD 193/Prospect Hill Road	1,229	1,063	517	C	B	A
MD 193/MD 564	1,148	1,189	607	B	C	A
MD 193/Holladay Tyler Road	468.5*	476.9*	22.9*	--	--	--
*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 <i>Guidelines</i> , an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.						

Staff notes that there were minor problems with transposing numbers in the traffic study. Also, the traffic study utilized lane use factors of 0.55 for two-lane approaches; the Planning Board has approved the use of a lane use factor of 0.52 in such cases. Also, the traffic study analyzed the MD 193/Prospect Hill Road intersection as split-phase along the MD 193 approaches; it is actually split-phase along the Prospect Hill Road ap

proaches. None of these problems were sufficiently major to materially alter the results presented.

A review of background development in the area was conducted by the applicant in cooperation with transportation staff, and four significant approved but unbuilt developments were identified in the immediate area.

The traffic study indicates that the study focuses on Sunday traffic conditions. The precise size of the church in square footage was not well-noted in the Scoping Agreement, thereby prompting the Scoping Agreement to state that Sunday conditions would be the focus. However, a church of 104,000 square would generate more than 50 trips during weekday peak hours as well as having a significant Sunday impact. Therefore, the transportation staff does believe that weekday impacts merit scrutiny as well, and have done the needed computations in reviewing the subject study.

BACKGROUND CONDITIONS						
Intersection	Critical Lane Volume (AM & PM)			Level of Service (LOS, AM & PM)		
MD 193/Prospect Hill Road	1,314	1,123	588	D	B	A
MD 193/MD 564	1,202	1,217	677	C	C	A
MD 193/Holladay Tyler Road	798.6*	836.7*	27.8*	--	--	--
*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 moment within the intersection. According to the <i>Guidelines</i> , an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.						

As shown in the traffic study, a 104,000 square foot church would have the following trip generation:

Weekday, AM peak hour:	41 in	34 out	75 total
Weekday, PM peak hour:	37 in	31 out	68 total
Sunday, peak hour:	503 in	483 out	986 total

The assumed trip distribution is reasonable. Total traffic under future conditions without improvements, as analyzed by the transportation staff, is summarized below. This scenario is based upon two access points along Prospect Hill Road and no access to Holladay Tyler Road, as initially proposed by the applicant:

TOTAL TRAFFIC CONDITIONS						
Intersection	Critical Lane Volume (AM & PM)			Level of Service (LOS, AM & PM)		
MD 193/Prospect Hill Road	1,338	1,157	1,061	D	C	B
MD 193/MD 564	1,208	1,227	865	C	C	A

MD 193/Holladay Tyler Road	918.1*	955.8*	54.7*	--	--	--
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\*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*, an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.

The applicant is currently proposing two access points along Prospect Hill Road and an access point along Holladay Tyler Road. The transportation staff believes that this access arrangement is superior to the initial proposal for the following reasons:

1. There is a better distribution of traffic entering and leaving the site. Given the size of the church facility proposed, it is better to move a portion of the access onto a street that is very lightly used (if at all) as opposed to retaining full access onto Prospect Hill Road, which is well-used by the adjacent community and recreational facilities.
2. The use of Holladay Tyler Road by a portion of the site traffic should lessen the potential for queuing of traffic as services begin and conclude.
3. Retaining a second entrance along Prospect Hill Road should ensure that both entrances to the site are not blocked. This should minimize vehicular conflicts along Prospect Hill Road between services.

Total traffic under future conditions without improvements but with the access arrangement utilizing Holladay Tyler Road is as follows:

TOTAL TRAFFIC CONDITIONS W/SECONDARY ACCESS VIA HOLLADAY TYLER ROAD						
Intersection	Critical Lane Volume (AM & PM)			Level of Service (LOS, AM & PM)		
MD 193/Prospect Hill Road	1,328	1,141	883	D	B	A
MD 193/MD 564	1,208	1,227	865	C	C	A
MD 193/Holladay Tyler Road	1,333*	1151*	221.1*	--	--	--
*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 moment within the intersection. According to the <i>Guidelines</i> , an average delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.						

The traffic generated by the proposed preliminary plan would impact the intersection of MD 193 and Holladay Tyler Road. The Prince George's County Planning Board, in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals* has defined vehicle delay in any movement exceeding 45.0 seconds as an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has often imposed a condition to perform a traffic signal warrant study in similar



circumstances. Due to the light volume of turning movement traffic which is causing the delays to appear so excessive, the transportation staff has consulted with District 3 SHA staff concerning potential warrants. Given that warrants were not met at a similar but more heavily used nearby intersection (MD 193 and Daisy Lane), the SHA believes that warrants will not be met at the MD 193/Holladay Tyler Road intersection. Transportation staff is inclined to accept previous signal warrant studies in the immediate area as sufficient evidence that the critical intersection operates acceptably under existing, background and total future traffic.

DPW&T comments indicate that the left-turn lane along MD 193 at Prospect Hill Road should be lengthened. However, SHA analyzed the same traffic study, and determined that the surrounding roadway network could support the proposed church. The SHA has primary responsibility for operations along MD 193, and the SHA's finding seems to discount the DPW&T concern. With the addition of access via Holladay Tyler Road, the staff believes the chance for operational problems along MD 193 at Prospect Hill Road will be minimal, even if the existing left-turn lane is not lengthened.

DPW&T also indicates a need for acceleration and deceleration lanes along Prospect Hill Road at both entrances, along with an extension of the right-turn lane on the Prospect Hill Road approach to MD 193. In most cases, these types of modifications can be enforced by DPW&T as a part of the road code. Because the need for additional right-of-way dedication along Prospect Hill Road is not completely resolved, these items are recommended as part of the conditions of approval.

The transportation staff recommends a trip cap for Parcel C consistent with the use as proposed in the traffic study submitted by the applicant.

The transportation recommendations in the *Glenn Dale, Seabrook, Lanham, & Vicinity Master Plan* indicate that Prospect Hill Road is a Master Plan collector facility, with a minimum required right-of-way of 80 feet from the existing center line, while MD 193 is an arterial facility. Sufficient right-of-way exists along MD 193 to accommodate Master Plan recommendations.

Outparcel D was the subject of a previously record plat of subdivision, WWW 61 @ 26, through which right-of-way of 40 feet from the center line of Prospect Hill Road had previously been dedicated. However, Prospect Hill Road adjacent to Parcel C on the

preliminary plat has a right-of-way of less than 80 feet. The staff recommends that the appropriate center line be located, and that 40 feet be dedicated from that center line along the frontage of proposed Parcel C. The preliminary plat should be revised prior to signature approval.

Based on the preceding findings, adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions recommended in this report.

6. Schools - Growth Policy and Public Facilities Planning has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.02 of the Subdivision

Regulations and the *Regulations to Analyze the Development Impact on Public School Facilities* (revised July 2000) (CR-4-1998) and has determined that the proposed subdivision is exempt from the APF test for schools because it is a non- residential use.

7. Fire and Rescue - Growth Policy and Public Facilities Planning has reviewed the subdivision plans for adequacy of fire and rescue facilities and concluded the following.
  - a. The existing fire engine service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard has a service response time of 1.14 minutes, which is within the 3.25 minutes response time guideline.
  - b. The existing ambulance service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard has a service response time of 1.14 minutes, which is within the 4.25 minutes response time guideline.
  - c. The existing paramedic service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard has a service response time of 1.14 minutes, which is within the 7.25 minutes response time guideline.
  - d. The existing ladder truck service at Bowie Fire Station, Company 39 located at 15454 Annapolis Road has a service response time of 10.14 minutes, which is beyond the 4.25 minutes response time guideline.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed above, the Fire Department recommends that all commercial structures be fully sprinkled in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County Laws.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines For The Analysis Of Development Impact On Fire and Rescue Facilities*.

8. Police Facilities - The proposed development is within the service area of the District II- Bowie police station. In accordance with Section 24-122.01(c) of the Subdivision

Regulations the staff concludes that the existing County's police facilities will be adequate to serve the proposed Reid Temple AME Church development.

9. Health Department - The Health Department has no issues with the proposed subdivision.
10. Stormwater Management - The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, #8316162-2000-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.

12. State Highway Administration -Glenn Dale Boulevard (MD 193) is a State right-of-way and is identified as an arterial four lane divided highway. The preliminary plan provides appropriate dedication. The term ■No Direct Access• should be placed on the final plat along Glenn Dale Boulevard for Parcel C.

## RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCPI/20/00). The following note shall be placed on the Final Plat of Subdivision:  
  
■Development is subject to restriction shown on the approved Type I Tree Conservation Plan (TCPI/20/00), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy and Subtitle 25.●
2. Prior to the issuance of building permits, a Type II Tree Conservation Plan shall be approved.
3. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #8316162-2000-00.
4. Prior to signature approval of the preliminary plat the plan shall be revised:
  - a. To label proposed Parcel D as an Outparcel.
  - b. To provide the gross floor area and total number of seats of the proposed development for all phases.
  - c. To provide the Conceptual Stormwater Management approval number.
  - d. To delineate the required 10-foot public utility easement adjacent to all rights-of-way.
  - e. To indicate the center line and the ultimate right-of-way along Prospect Hill Road of 40 feet from the center line along the frontage of Parcel C.
  - f. To delineated and labeled the Patuxent River Primary Management Area in accordance with Section 24-130.

5. Prior to the issuance of the first building permit the applicant, and the applicant's heirs, successors, and/or assigns shall provide the installation of one "Share the Road with a Bike" sign in accordance with State requirements along Glenn Dale Boulevard, a Class III bikeway. If the State declines the sign, this condition shall be void.
6. Prior to the issuance of the first building permit the applicant, and the applicant's heirs, successors, and/or assigns shall provide a financial contribution of \$210 to the Department of public Works and Transportation for the placement of one "Share the Road with a Bike" sign along Prospect Hill Road.
7. Total development on Parcel C shall be limited to a 104,000 square foot church with approximately 3,000 seats, or equivalent development which generates no more than 75 AM, 68 PM, and 986 Sunday peak hour vehicle trips. Development of up to 5,000 additional square feet shall not constitute a significant change in trip generation. Any development in excess of that identified herein shall require the approval of a new Preliminary Plat of Subdivision with a new determination of the adequacy of transportation facilities.
8. Prior to the issuance of any permits on Parcel C, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction, and (c) have an agreed-upon timetable for construction with the SHA/DPW&T:
  - A. Prospect Hill Road at site entrance(s): Provide acceleration and deceleration lanes at both the north and the south entrances along westbound Prospect Hill Road, in accordance with DPW&T requirements.
  - B. Propsect Hill Road at MD 193: Extend the existing right-turn lane along westbound Prospect Hill Road at MD 193, in accordance with DPW&T requirements. This improvement may require coordination with SHA.
9. A Conservation Easement shall be described by bearings and distances on the final plat. The conservation easement shall contain all 100-year floodplain and stream buffers, except for approved variation requests, and be reviewed and approved by the Environmental Planning Section. 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 is prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."
10. A noise study shall be required prior to permits for accessory residential uses on Parcel C, to determine the extent of noise impacts and the appropriate mitigation measures necessary to reduce exterior noise levels to 65dBA Ldn in rear yards and interior noise levels to 45 dBA Ldn or other allowable standards.

11. Prior to certification of the TCP I, the reforestation stocking rate shall be corrected to demonstrate conformance with the Woodland Conservation Technical Manual requirement of 1,000 seedlings per acre or equivalent.
12. The TCPII shall demonstrate that areas proposed for reforestation within the limits of the stormwater management pond will be planted with landscaping sufficient to meet the more stringent woodland conservation planting requirement.

STAFF RECOMMENDS APPROVAL OF TYPE I TREE CONSERVATION PLAN TCPI/20/00 AND A VARIATION TO SECTION 24-130(b).