

Maryland-National Capital Park and Planning Commission  
 Prince George's County Planning Department  
 Development Review Division  
 301-952-3530

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## PRELIMINARY PLAN

4-02047

Application	General Data
Project Name:  <b>FIRST BAPTIST CHURCH OF GLENARDEN</b>  Location:  East side of Watkins Park Drive, approximately 2,000 feet north of its intersection with Oak Grove Road.  Applicant/Address:  First Baptist Church of Glenarden 3600 Brightseat Road Landover, MD 20785	Date Accepted 06/13/02
	Planning Board Action Limit 09/21/02
	Tax Map & Grid 076/A&B-01
	Plan Acreage 83.2
	Zone R-E
	Lot 0
	Parcels 1
	Planning Area 74A
	Council District 06
	Municipality N/A
	200-Scale Base Map 201SE11&12

Purpose of Application			Notice Dates	
SUBDIVISION FOR THE CONSTRUCTION OF A CHURCH			Adjoining Property Owners (CB-15-1998)	N/A
			Previous Parties of Record	7/17/02
			Sign(s) Posted on Site	07/10/02
			Variance(s): Adjoining Property Owners	N/A
Staff Recommendation			Staff Reviewer: Whitney Chellis	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION	

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Subdivision Plan 4-02047  
First Baptist Church of Glenarden, Parcel A

OVERVIEW

This preliminary plan of subdivision was submitted after a previous Preliminary Plan 4-02006 was withdrawn by the applicant for the subject site. In that application, the applicant provided information indicating that the total gross floor area of development for this site would be 98,600 square feet. A traffic study was submitted, as required by the Transportation Planning Section, and evaluated based on that proposal. Several days prior to the original May 30, 2002, Planning Board hearing date, the applicant provided information to staff correcting the actual gross floor area of development to 315,000 square feet. The original transportation evaluation of this site was more than 216,400 square feet less than what the ultimate development of the site would be as corrected by the applicant. This discrepancy impacted only the transportation evaluation and did not change the location, extent, or footprint of development originally shown on the tree conservation or stormwater management plans. It was solely a discrepancy of the square footage called out in the traffic study submitted by the applicant.

At the May 30, 2002, Planning Board hearing, the attorney for the applicant requested a one- week continuance to afford the applicant the possibility of revising and resubmitting an addendum to the original traffic study which would take into account the 216,400-square-foot discrepancy. The Planning Board granted a one-week continuance to the applicant and rescheduled the preliminary plan hearing date to June 6, 2002. The application was set to expire on June 11, 2002. On June 4, 2002, an addendum to the original traffic study was submitted. At that time staff determined that there was inadequate time to provide the State Highway Administration and the Department of Public Works and Transportation time to review the study prior to the June 6, 2002, hearing. Therefore, staff could not make a recommendation on the proposal to construct a 315,000-square-foot church. On June 6, 2002, the applicant withdrew Preliminary Plan 4-02006. This preliminary plan application is the resubmittal of the application withdrawn on June 6, 2002, and includes a traffic study reflecting the construction of a 315,000-square- foot use. The original findings of 4-02006 as provided below remain the same with the exception of the transportation impact evaluation found in Finding 1 of this report.

The subject property consists of approximately 83.23 acres of land in the R-E Zone. It is found on Tax Map 76 in Grid A-1 and is known as Parcels 5, 17, 18 and 19. The property is comprised of acreage parcels never having been the subject of a record plat. The site contains two existing dwellings and several accessory structures. The applicant proposes to retain the existing dwelling located in the southeast corner of the property and to remove all other structures. The dwelling will be converted to accessory storage for the church. A parsonage, not a single-family dwelling, is permitted as an accessory use to a church. As an accessory structure, the preliminary plan should be revised to demonstrate conformance to the minimum setbacks. Access will remain via an existing driveway along the south property line.

This preliminary plan of subdivision application is in anticipation of the development of approximately 315,000 square feet of gross floor area. The applicant is proposing to construct a 4,100-seat church sanctuary, a 1,850-seat fellowship hall, and classrooms with a total of 80 seats. Section 24-107(c)(7) of the Subdivision Regulations requires a preliminary plan of subdivision in certain circumstance for an acreage parcel when new development exceeds 5,000 square feet of gross floor area.

The subject property has frontage on Hillroad Lane, a 60-foot right-of-way, which stubs into the northeast property line, and Ridgley Street, which stubs into the north property line. The property's primary frontage is to the west along Watkins Park Drive (MD 193). The applicant is proposing direct vehicular access in two locations via Watkins Park Drive, a master plan arterial facility. A variation to Section 24-121(a)(3) of the Subdivision Regulations is required for access to an arterial facility as discussed further in the variation section of this report.

## SETTING

The subject property is located on the east side of Watkins Park Drive (MD 193), approximately 1,400 feet north of Oak Grove Road in Bowie. Abutting to the south is Behnke Nursery, zoned R-E. To the east is the Sierra Meadows Subdivision, zoned R-E, which, based on aerial photographs, is currently under development with single-family dwelling units. To the north is the Kettering subdivision zoned R-80, which is developed with single-family-dwelling units.

## FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. Transportation The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 83.23 acres of land in the R-E Zone. The property is located on the east side of MD 193, about 2,000 feet north of its intersection with Oak Grove Road. The applicant proposes to construct church facilities totaling 314,125 square feet (a sanctuary seating 4,100 persons) on a single lot to be created by this subdivision. No other uses, such as a day school, housing, or care facilities, are planned at this time.

The transportation staff determined that a traffic study detailing weekday and Sunday analyses was needed. In response, the applicant submitted a traffic study dated April 2002, along with an addendum dated June 2002. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. Comments from the county Department of Public Works and Transportation (DPW&T) and the State Highway Administration (SHA) are attached.

The April study was provided in support of an earlier application, 4-02006, which was withdrawn. The initial study considered the impact of approximately 98,600 square feet of church facilities. When it became apparent that the applicant desired an adequacy finding to cover the entire planned building program, the applicant submitted the addendum, withdrew the initial application, and submitted the application which is currently under review.

The subject property is located within the developing tier, as defined in the Adopted 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.

During the review of the proposal, a means of adequately reflecting the number of cars anticipated to access the site, particularly during weekdays, has been at issue. The applicant contends that the church is atypical because much of the space will be lightly used. Furthermore, the applicant believes that the existing church in Glenarden does not present a good model for site trip generation since certain day care and education functions will remain at that site, with most of the activities at the new location being oriented toward Sunday and evening worship and fellowship.

Staff agrees that churches present a challenge in estimating future trip generation. Not the least of the problems considered by staff is that the rates presented in the Institute of Transportation Engineers' *Trip Generation Manual* have two limitations:

- For most observations, the churches are 30,000 square feet or less, and there is rightly a question about the applicability of the derived rate to a church which is more than double that size.
- The rate in the *Manual* is skewed by a few data points and a single outlying observation.

Given these issues, staff is disinclined to hold strictly to the *Trip Generation Manual* for the purpose of analyzing the proposal. Toward that end, the applicant conducted a trip generation observation at the Ebenezer AME Church on May 30, 2002 (Thursday), which is documented in the traffic study. Also, the staff conducted a trip generation observation at Evangel Temple on July 9, 2002 (Tuesday); this is documented as the final attachment to this memorandum. Also, at the time that the Mount Ennon Baptist Church was analyzed, staff reviewed the information in the *Trip Generation Manual* omitting the single outlying point in each peak hour to obtain rates which were used in determining a pro-rata share payment (this rate will be termed the ITE-corrected rate). The table below summarizes the results of the various trip generation efforts:

TRIP GENERATION RESULTS SUMMARY (weekday peak-hour trips per 1,000 square feet)						
Source	AM-in	AM-out	AM-total	PM-in	PM-out	PM-total
ITE <i>Trip Generation Manual</i>	54%	46%	0.72	54%	46%	0.66
ITE-corrected (see text)	54%	46%	0.25	54%	46%	0.37
Ebenezer AME Church	55%	45%	0.46	37%	63%	0.61
Evangel Temple (less day care)	55%	45%	0.14	48%	52%	0.24
Evangel Temple Adjusted (see text)	55%	45%	0.21	48%	52%	0.36

<b>RECOMMENDED RATES</b>	54%	46%	0.25	50%	50%	0.37
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In making a recommendation, staff has considered the following:

- For the Ebenezer AME Church, the traffic study based trip generation rates on 101,000 square feet. The church, as reviewed under SDP-9101, is 71,000 square feet, and this square footage has been verified through tax records. Although there is not a day care facility at the church, there may be some informal child care functions occurring.
- For the Evangel Temple, a 115-student day care facility is part of the facilities which exist on the site. Staff's trip generation measurement only counted vehicles entering and leaving the site, and for that reason the day care trip generation has been estimated and subtracted from the overall rate for the site to determine a rate for the church facilities only. With this correction, however, the resulting rate may be too low, as many trips may have dual purposes and some church employees may also utilize the day care facility. Judgement may suggest a 50 percent increase in the resulting rate may be a better indicator of the church facilities' trip generation.
- The existing church in Glenarden, which currently serves this applicant, is not a good model for trip generation for the subject site. There are day care activities and other educational programs which occur there and are not proposed to be moved to the subject site. Also, the state leases 150 parking spaces at the Glenarden church on weekdays for use as commuter parking. Therefore, it is unlikely that the subject site, given the proposal provided to staff, will ever have the weekday trip impact that the current church in Glenarden does.

In reviewing the various rates, there is some consistency between staff's rate at Evangel Temple and the ITE-corrected rate, and the rates measured at Ebenezer AME Church which appear to be higher. Given the size of the proposal and the information supplied by the applicant, staff is inclined to set aside the rates measured at the two local churches in favor of the ITE-corrected rate. The ITE-corrected rate is based upon no fewer than seven peak-hour studies, and the measured results at the two churches studied are reasonably consistent with these rates.

This rate does not consider day care or a day school on the site. Such uses must be reanalyzed for traffic impacts as a part of a new preliminary plan application if they are planned in the future.

The applicant has prepared a traffic impact study in support of the application using new counts taken in March 2002. The traffic impact study prepared and submitted on behalf of the applicant analyzed the following intersections:

MD 193/MD 202  
MD 193/Oak Grove Road (roundabout)  
MD 193/site access/school access (unsignalized)  
MD 193/Keverton Drive (unsignalized)  
MD 193/Cambleton Drive (unsignalized)  
MD 193/MD 214

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 314,125 square feet of church facilities on the subject property in consideration of weekday and Sunday traffic.

#### 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 & Sunday)			Level of Service (LOS, AM & PM & Sunday)		
MD 193/MD 202	1240	924	606	C	A	A
MD 193/Oak Grove Road	0.47**	0.54**	0.29**	--	--	--
MD 193/site access/school access	19.4*	18.0*	2.5*	--	--	--
MD 193/Keverton Drive	25.3*	92.8*	4.5*	--	--	--
MD 193/Cambleton Drive	16.7*	23.4*	13.7*	--	--	--
MD 193/MD 214	1459	1251	927	E	C	A
<p>*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 the <i>Guidelines</i>, an average delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.</p> <p>**Roundabouts are presented as the ratio of volume to capacity, with the actual value being highest number observed for any movement. A ratio greater than 1.00 indicates that the roundabout is serving more traffic than its ideal capacity - this would be an undesirable situation.</p>						

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. Growth in through traffic of 2.0 percent per year was applied. The background traffic situation is presented below:

BACKGROUND TRAFFIC CONDITIONS						
Intersection	Critical Lane Volume (AM & PM & Sunday)			Level of Service (LOS, AM & PM & Sunday)		
MD 193/MD 202	1510	1232	872	E	C	A
MD 193/Oak Grove Road	0.69**	0.84**	0.60**	--	--	--
MD 193/site access/school access	26.0*	23.9*	3.5*	--	--	--
MD 193/Keverton Drive	37.5*	226.4*	17.5*	--	--	--
MD 193/Cambleton Drive	19.3*	29.5*	15.6*	--	--	--
MD 193/MD 214	1666	1471	1066	F	E	B
<p>*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 the the <i>Guidelines</i>, an average delay exceeding 50.0 seconds indicates inadequate traffic operations. Delays of +999</p>						

are outside the range of the procedures, and should be interpreted as excessive.

\*\*Roundabouts are presented as the ratio of volume to capacity, with the actual value being highest number observed for any movement. A ratio greater than 1.00 indicates that the roundabout is serving more traffic than its ideal capacity - this would be an undesirable situation.

In consideration of comments provided after staff review of the initial study, the most recent study gives equal treatment to weekday and Sunday traffic conditions in the area. As shown in the traffic study and in consideration of the findings made by the transportation staff regarding the trip generation of large churches, a 314,125-square-foot church would have the following trip generation:

Weekday, AM peak hour:	43 in	36 out	79 total
Weekday, PM peak hour:	63 in	53 out	116 total
Sunday, peak hour:	1,520 in	1,461 out	2,981 total

The assumed trip distribution is reasonable. Total traffic under future conditions without improvements, as analyzed by the transportation staff, is summarized below:

TOTAL TRAFFIC CONDITIONS						
Intersection	Critical Lane Volume (AM & PM & Sunday)			Level of Service (LOS, AM & PM & Sunday)		
MD 193/MD 202	1523	1250	1322	E	C	D
MD 193/Oak Grove Road	0.65**	0.80**	1.03**	--	--	--
MD 193/site access/school access	55.9*	40.0*	+999*	--	--	--
MD 193/Keverton Drive	49.4*	+999*	+999*	--	--	--
MD 193/Cambleton Drive	21.1*	32.3*	75.2*	--	--	--
MD 193/MD 214	1673	1486	1410	F	E	D

\*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 50.0 seconds indicates inadequate traffic operations. Delays of +999 are outside the range of the procedures, and should be interpreted as excessive.

\*\*Roundabouts are presented as the ratio of volume to capacity, with the actual value being highest number observed for any movement. A ratio greater than 1.00 indicates that the roundabout is serving more traffic than its ideal capacity - this would be an undesirable situation.

The application poses traffic issues at its own access point along MD 193. There are also traffic issues at the MD 193/Keverton Drive intersection as well as the MD 193/MD 214 and the MD 193/MD 202 intersections. The staff would have the following recommendations at these intersections:

1. The site access point along MD 193 would have excessive delays caused by traffic attempting to leave and enter the site and does not display excessive delays under background traffic. The traffic study indicates that manual traffic controls would be employed at this location. Normally, the Planning Board has often imposed a condition to perform a traffic signal warrant study in similar circumstances. Given the infrequent nature of the delays, staff would concur that manual controls could be acceptable at this location, but would recommend that, in the event that the State Highway Administration does not

accept manual controls at this location, that the applicant perform a signal warrant study and install said signal if warranted.

2. The analysis indicates that the MD 193/Keverton Drive intersection operates unacceptably as an unsignalized intersection on weekdays. 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 if it is deemed warranted by the appropriate operating agency. The warrant study is, in itself, a more detailed study of the adequacy of the existing unsignalized intersection. Therefore, a traffic signal warrant study should be prepared by this applicant in response to the inadequacy noted. This should occur prior to the issuance of building permits. If such a study is done, and the applicant is responsible for any warranted improvements, this intersection will operate adequately under future traffic.
3. The analysis indicates that the MD 193/Cambleton Drive intersection operates unacceptably as an unsignalized intersection during the heaviest peak hour on Sundays. At other times, the intersection operates acceptably as an unsignalized intersection. Given the limited nature of the inadequacy, the distance of the intersection from the church, the fact that the church adds no turning movements at the intersection, and the staff's recommendation that the church review signal warrants at a nearby intersection, staff would recommend that the Planning Board not consider this intersection to be a critical intersection. As such, no conditions would be imposed at this location. If the Planning Board were, however, to deem this to be a critical intersection, a condition similar to that imposed for the MD 193/Keverton Drive intersection should be imposed.
4. The analysis indicates that the MD 193/MD 214 intersection operates unacceptably as a signalized intersection under existing, background, and future conditions for weekdays. While the impact of the site on the critical intersection is small, there is an impact nonetheless. Therefore, staff recommends that the subject property be imposed with the same condition that was required of the Oak Creek Club: the provision of a second left-turn lane on the eastbound MD 214 approach to MD 193. The impact of the proposed church on the MD 193/MD 214 intersection is 39 AM, 45 PM, and 515 Sunday peak hour trips.
5. The analysis indicates that the MD 193/MD 202 intersection operates unacceptably as a signalized intersection under background and future conditions for weekdays. While the impact of the site on the critical intersection is small, there is an impact nonetheless. Therefore, staff recommends that the subject property be imposed with a condition to widen the southbound approach of MD 214 to provide separate left-turn and through lanes, while maintaining the existing exclusive right-turn lane.
6. The analysis indicates that with buildout of the full church as proposed, the roundabout at MD 193 and Oak Grove Road would have traffic volumes which exceed capacity. The capacity of a roundabout is not easily increased, and the applicant has not considered how the roundabout capacity can be increased. The traffic study considers a phased program for the church, with buildings beyond 151,744 square feet to be constructed in later phases. Even so, staff is uncomfortable leaving the issue of adequacy at this location unresolved. For that reason, staff would recommend that the site be capped at a level of 292,000 square feet of church facilities. At this level of development, the roundabout at MD 193 and Oak Grove Road would operate during the Sunday peak hour with volume equaling capacity.



Comments from DPW&T and SHA are attached (note that SHA comments are draft comments). Both agencies noted the lack of development of background traffic in the second study. However, the second study only addressed the larger church proposal, and background development was analyzed to the satisfaction of the transportation staff in the first study. SHA comments further that site impacts at the MD 193/MD 214 and the MD 193/Oak Grove Road intersections need to be addressed. Staff's recommendations include conditions at the MD 193/ MD 214 intersection, and will cap the site at a level of development which will not result in unacceptable traffic operations at MD 193/Oak Grove Road.

The transportation recommendations in the *Glenn Dale, Seabrook, Lanham, & Vicinity Master Plan* indicate that MD 193 is a master plan arterial facility. When the plan was submitted, staff determined that sufficient right-of-way for all master plan recommendations exists and that no new dedication is required by this plan.

There is a P-2 facility on the *Bowie, Collington, Mitchellville, and Vicinity Master Plan*. This facility is a planned primary residential street intended to connect MD 193 south of Watkins Park to MD 214 east of the Kettering community. The following has occurred:

1. This facility was reflected on the original Basic Plans for Cameron Grove and The Greens.
2. The Sierra Meadows subdivision (preliminary plan of subdivision 4-90121 showed a primary roadway following the P-2 alignment crossing its property and stubbing to the northeast and southwest. Furthermore, this subdivision (resolution attached) received a condition which reads "No building permits beyond Phase One (all 42 units north of the P-2 road) shall be issued until a roadway is approved by the Bowie-Collington Master Plan which provides alternative access to the subject property; or until any adjacent property has obtained Preliminary Plat approval which provides alternate access to Watkins Park Drive or Central Avenue for the subject property, whichever occurs first."
3. A Basic Plan Amendment was approved for the portion of Cameron Grove north of the subject property and west of the Evangel Temple church building. During the staff's review of the basic plan amendment for Cameron Grove during 1997, those findings were made and the plan was approved without P-2 being reflected on the plan. Cameron Grove is currently being developed.
4. The Oak Creek Club, with the agreement of the Kettering community, did not reflect P-2 on that subdivision plan when it was approved by the Planning Board in September 2001.

The P-2 facility remains on the master plan, and the adjacent Sierra Meadows property has a street stubbing into the subject property. While staff understands that the subject property is the final link of P-2, staff is not inclined to require the dedication and construction of P-2 for the following reasons:

1. There is little discussion of the underlying rationale for P-2 in the master plan beyond merely providing secondary access. There has been little support for this roadway after it was placed on the plan, and the residents of Kettering, who would benefit from the elimination of some traffic from streets such as Keverton Drive,

Burleigh Street, and Ridgeley Street, have asked for this facility not to be included on plans.

2. Without the full street as planned between MD 214 and MD 193, there is little traffic operations benefit to be gained merely by connecting Sierra Meadows to MD 193.
3. The connection of P-2 into Sierra Meadows through the subject property would introduce a component of church-related traffic into the local streets of Sierra Meadows and Kettering, and this would be undesirable. The connection of the P-2 roadway could even encourage on-street parking by church patrons within the communities. The master plan's assumptions were based on the subject property being developed residentially, and probably the plan would never have included P-2 across the subject property if the proposal for a church was known at that time.

Therefore, staff would not require that the subject property reflect the P-2 facility. The Planning Board took action to remove it from staff's recommendation for the Oak Creek Club, and the same should be done here. However, staff's recommendation not to show the P-2 facility on the plan should be revisited if, at such time, the subject property is resubmitted with a plan for residential development in an R-E lotting pattern.

The main entrance to the site is proposed opposite the main entrance to the park/school site on the west side of MD 193. SHA, in addition to requiring improvements along the site's frontage for access purposes, will require that this entrance and the park/school entrance be aligned so that, if needed, both access points can be served with common traffic controls.

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Subdivision Regulations if the application is approved with conditions as contained in the conditions section of this report.

<b>Trip Generation Survey Results Summary</b> <b>Evangel Temple Church MD 214, Prince Georges County</b> <b>July 9, 2002</b>			
Time of Day	In	Out	Total
7:00 - 7:15 A.M.	18	10	28
7:15 - 7:30 A.M.	17	14	31
7:30 - 7:45 A.M.	10	13	23
7:45 - 8:00 A.M.	11	11	22
8:00 - 8:15 A.M.	13	4	17
8:15 - 8:30 A.M.	14	18	32
8:30 - 8:45 A.M.	10	12	22
8:45 - 9:00 A.M.	9	3	12

9:00 - 9:15 A.M.	6	2	8
9:15 - 9:30 A.M.	10	8	18
<b>Peak Hour 7:00 - 8:00 A.M.</b>	<b>56</b>	<b>48</b>	<b>104</b>
4:00 - 4:15 P.M.	6	8	14
4:15 - 4:30 P.M.	8	5	13
4:30 - 4:45 P.M.	7	11	18
4:45 - 5:00 P.M.	11	8	19
5:00 - 5:15 P.M.	8	10	18
5:15 - 5:30 P.M.	9	8	17
5:30 - 5:45 P.M.	17	15	32
5:45 - 6:00 P.M.	15	18	33
6:00 - 6:15 P.M.	15	18	33
6:15 - 6:30 P.M.	13	15	28
<b>Peak Hour 5:30 - 6:30 P.M.</b>	<b>60</b>	<b>66</b>	<b>126</b>
<i>Source: Transportation Planning Section, Prince George's County Planning Department</i>			

2. Environmental This property is subject to the provisions of the Woodland Conservation Ordinance because it is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A Forest Stand Delineation (FSD) has been submitted for both parcels and has been found to meet the requirements of the Woodland Conservation Ordinance. The minimum woodland requirement for the site is 19.93 acres of the net tract. Additionally, 3.89 acres are required due to the removal of woodlands, for a total of 23.82 acres. The plan shows the requirement being met with 23.82 acres of on-site preservation. The Environmental Planning Section is recommending approval of TCPI/6/02 subject to conditions.

The subject property contain areas of open fields, fields that are in the process of regeneration to forests, and other areas that are wooded. There are two residential structures on site. The site is characterized with gradually rolling terrain and drains into unnamed tributaries of the Black Branch within the Collington Branch in the Patuxent River watershed. There are streams, nontidal wetlands, floodplain, and Waters of the US associated with the site.

There are no erodible soils, or rare/threatened/endangered species located on or in the vicinity of this property. The subject property is located in water and sewer categories 3 and 4. A portion of the property to the southeast was recently moved from category 5 for both water and sewer to category 4 pursuant to CR-9-2002. The predominant soil types on site are Collington, Ocklocknee, Shrewsbury and Mixed Alluvial. These soil types generally exhibit slight to severe limitations to development

due to slow permeability, steep slopes, high water table, flood hazard, high shrink-swell potential, and poor drainage.

There are no noise issues associated with the proposal because it is not a residential use. There are no Marlboro clay outcrops or scenic roads affected by this proposal, however, the portion of Watkins Park Drive that fronts on the subject property is a historic road. Watkins Park Drive came into use between 1740 and 1762 and led through several plantations which were located between St. Barnabas Church at Leeland and the road from Upper Marlborough to Bladensburg Road. Presently, there are no remaining historic features on this section of the road to be preserved, and other developments in the vicinity have not provided special features, setbacks, or landscaping to address this issue. Due to the nature of the proposal and the setbacks associated with the use, staff is not requesting any specific improvements or restrictions.

The subject property is strategically located across the street from Watkins Park at the headwaters of a tributary to Black Branch, which flows into Collington Branch, and on to the Patuxent River. This is a wildlife corridor that should be maintained to the fullest extent possible as a high priority woodland as stated in the Woodland Conservation Ordinance. The current design as revised shows a 100-foot-wide buffer along the entire northern property line between the existing residences and the church uses. The protection of this area with a conservation easement is appropriate given the sensitive nature of this linkage and the potential for encroachment.

Wetlands, streams, and 100-year floodplains are found to occur on this property. These features and their associated buffers, including adjacent slopes 25 percent or greater and slopes 15 percent or greater on highly erodible soils, comprise the Patuxent River Primary Management Area (PMA) in accordance with Section 24-130 of the Subdivision Ordinance. The delineation of the Patuxent River PMA is correct as shown on the preliminary plan and the TCP. No impacts to the PMA are proposed.

3. Community Planning The subject property is located within the limits of the *The Bowie-Collington-Mitchellville and Vicinity Master Plan* (1991) in Planning Area 74 A. The master plan land use recommendation for this property is for large lot development. The property is located within the Developed Tier as identified in the 2000 Interim General Plan (Adopted Biannual Growth Policy Plan).

The master plan recommends the extension of Primary Road 1P through this property, which is a master plan road recommended to connect MD 214 to MD 193 traversing through certain subdivisions. A portion of the Sierra Meadows subdivision, which is adjacent to the east, has provided its required road section for this primary road along the existing Hillrod Lane. The subject subdivision is showing Hillrod Lane stubbing at its property line and not continuing through the subdivision. Because the site is not being developed with large lot, single-family homes, the recommendation for the connection, as contained in the master plan, is not appropriate as discussed further in the transportation section of this report.

4. Parks and Recreation In accordance with Section 24-134(a) of the Subdivision Regulations, the subdivision is exempt from the requirements of mandatory dedication of parkland because it is an institutional use and the lot being created is greater than one acre in size.
5. Trails There are no master plan trails issues. A master plan trail has already been completed along the west side of MD 193 from MD 202 to Watkins Park. However, if road improvements are

required along MD 193, standard sidewalks are encouraged along the subject property's entire road frontage. Pedestrian connections (six-foot-wide asphalt path or standard sidewalk) are also encouraged from Hillrod Lane and Ridgely Street to further accommodate pedestrian movement to the subject site.

6. Schools●The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Adequate Public Facilities Regulations for Schools* (CR-23-2001) and concluded that the proposed subdivision is exempt from the APF test for schools because it is an institutional use.
7. Fire and Rescue●The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities and concluded the following:
  - a. The existing fire engine service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service response time of 5.26 minutes, which is beyond the 3.25-minute response time guideline.
  - b. The existing ambulance service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service response time of 5.26 minutes, which is beyond the 4.25-minute response time guideline.
  - c. The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service response time of 5.26 minutes, which is within the 7.25-minute response time guideline.
  - d. The existing ladder truck service at Glenn Dale Fire Station, Company 18, located at 11900 Glenn Dale Boulevard, has a service response time of 9.80 minutes, which is beyond the 4.25-minute response time guideline.

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*.

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 sprinklered in accordance with National Fire Protection Association Standard 13 and all applicable Prince George's County laws.

8. Police Facilities●The proposed development is within the service area for District II-Bowie police station. In accordance with Section 24-122.1(c) of the Subdivision Regulations, the existing county police facilities will be adequate to serve the proposed First Baptist Church development. This police facility will adequately serve the population generated by the proposed subdivision.
9. Health Department●According to the preliminary plan, the existing structures are to be razed. Both residences are served by wells and septic systems and appear to be vacant. Because the shallow wells and septic systems are no longer in use they must be properly abandoned.

Leaking fuel oil tanks where noted on site. These tanks should be removed and the contents properly discarded. The soils beneath these tanks must be removed and properly disposed. A representative from the Health Department should evaluate the soils for contamination once the tanks are removed prior to the issuance of grading permits.

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, #780-2002-00, 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.
11. Variation Section 24-121(a)(3) of the Subdivision Regulations establishes design guidelines for parcels that front on arterial roadways. This section requires that these lots be developed to provide direct vehicular access to either a service road or an interior driveway when feasible. This design guideline encourages an applicant to develop alternatives to direct access onto an arterial roadway.

The subject property has frontage on and proposes direct vehicular access via Watkins Park Drive (MD 193)

Section 24-113 of the Subdivision Regulations sets forth the required findings for approval of variation requests. Staff supports the variation to allow access to a proposed arterial in this case and makes the following findings:

- A. **That the granting of the variation will not be detrimental to the public safety, health or welfare, or injurious to other property.** Granting this variation will further the creation of a subdivided buildable lot, suitable for the proposed facility. It will provide safe vehicular access and not generate traffic through residential streets.
- 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.** This property represents an unusual situation whereby it has over 2,000 linear feet of street frontage on an arterial roadway and unlike surrounding parcels is 83 acres in size and proposed to be developed with a single use with associated facilities.
- C. **The variation does not constitute a violation of any other applicable law, ordinance, or regulation.** The access to MD 193 proposed is not at odds with any other applicable law, ordinance, or regulation. The access has been recommended for approval by the State Highway Administration, the agency having jurisdiction over the affected roadway.
- 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.** The particular physical surrounding includes the existing developed neighborhoods of Kettering and Sierra Meadows which have stub streets abutting this property. Appropriate topographical conditions exist to facilitate these road extensions onto the subject property. These streets could provide suitable vehicular access points under a development scenario whereby this tract of land was to be developed with single- family dwelling units. However, these neighborhood streets are unacceptable for providing access

to a large single building lot for the construction of this institutional use. Further, the extension of these public streets through the subject site could segment this property into smaller parcels. The intent of the applicant is to consolidate adequate acreage into one site to accommodate this 315,000-square-foot church facility. To further divide this property could prohibit the development of this use as proposed.

## RECOMMENDATION

APPROVAL, subject to the following conditions:

1. At the time of final plat, a conservation easement shall be described by bearings and distances to protect the Patuxent River Primary Management Area, the 100-foot-wide buffer along the northern property line, and all isolated wetlands and their buffers. The following note shall be placed on the record plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."
2. Prior to the issuance of grading permits, the applicant, his heirs, successors, and/or assignees shall submit evidence from the Health Department that any leaking fuel oil tanks on site were removed and the contents properly discarded.
3. Any abandoned well or septic system shall be pumped, backfilled and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat.
4. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #780-2002-00.
5. Prior to signature approval the preliminary plan shall be revised:
  - a. To remove the individual labeling of structures to be removed, relying on General Note 22 that all structures are to be removed.
  - b. To revise General Note 5 to correctly indicate that the site is within water and sewer categories 3 and 4.
6. All commercial structures shall be fully sprinklered in accordance with National Fire Protection Association Standard 13D and all applicable Prince George's County laws.
7. All improvements within the public right-of-way, as dedicated to the county, are to be in accordance with the County Road Ordinance, DPW&Ts Specifications and Standards, and the Americans with Disabilities Act.
8. Total development within the subject property shall be limited to 292,000 square feet of church facilities, or equivalent development, which generates no more than 79 AM, 116 PM, and 2,771

Sunday peak-hour vehicle trips. Development of up to 5,000 additional square feet of church space shall not constitute a significant change in trip generation. Any development causing a greater impact than that identified herein above shall require an additional preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

9. Prior to the issuance of any building permits for the church within the subject property, 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. MD 193 at site entrance(s): Provide acceleration and deceleration lanes at both the north and the south entrances along MD 193, in accordance with SHA requirements. The north site access must be aligned with the entrance to the park/school site on the west side of MD 193.
  - b. MD 193 at north site entrance: Prior to the approval of the initial building permit on the subject property, the applicant shall provide evidence of a determination by SHA of one of the following: (a) that manual traffic control is needed on Sundays at one or both entrances to the site; (b) that a signal is desirable at the north site entrance; or (c) that neither a signal nor manual traffic control is needed. If a signal is desirable, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for the intersection of MD 193 and the site entrance. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the issuance of any building permits within the subject property and install it at a time when directed by the appropriate permitting agency.
  - c. MD 193 at Keverton Drive: Prior to the approval of the initial building permit on the subject property, the applicant shall submit an acceptable traffic signal warrant study to SHA and, if necessary, DPW&T for the intersection of MD 193 and Keverton Drive. The applicant should utilize a new 12-hour count and should analyze signal warrants under total future traffic, as well as existing traffic at the direction of SHA. If a signal is deemed warranted by the responsible agency at that time, the applicant shall bond the signal prior to the issuance of any building permits within the subject property and install it at a time when directed by the appropriate permitting agency.
  - d. MD 193 at MD 214: Provision of a second left-turn lane on the eastbound MD 214 approach.
  - e. MD 193 at MD 202: Provision of an exclusive left-turn lane and an exclusive through lane, while maintaining the exclusive right-turn lane, on the southbound MD 193 approach.

STAFF RECOMMENDS APPROVAL OF TYPE I TREE CONSERVATION PLAN TCPI/06/02 AND VARIATION TO SECTION 24-121(a)(3).