



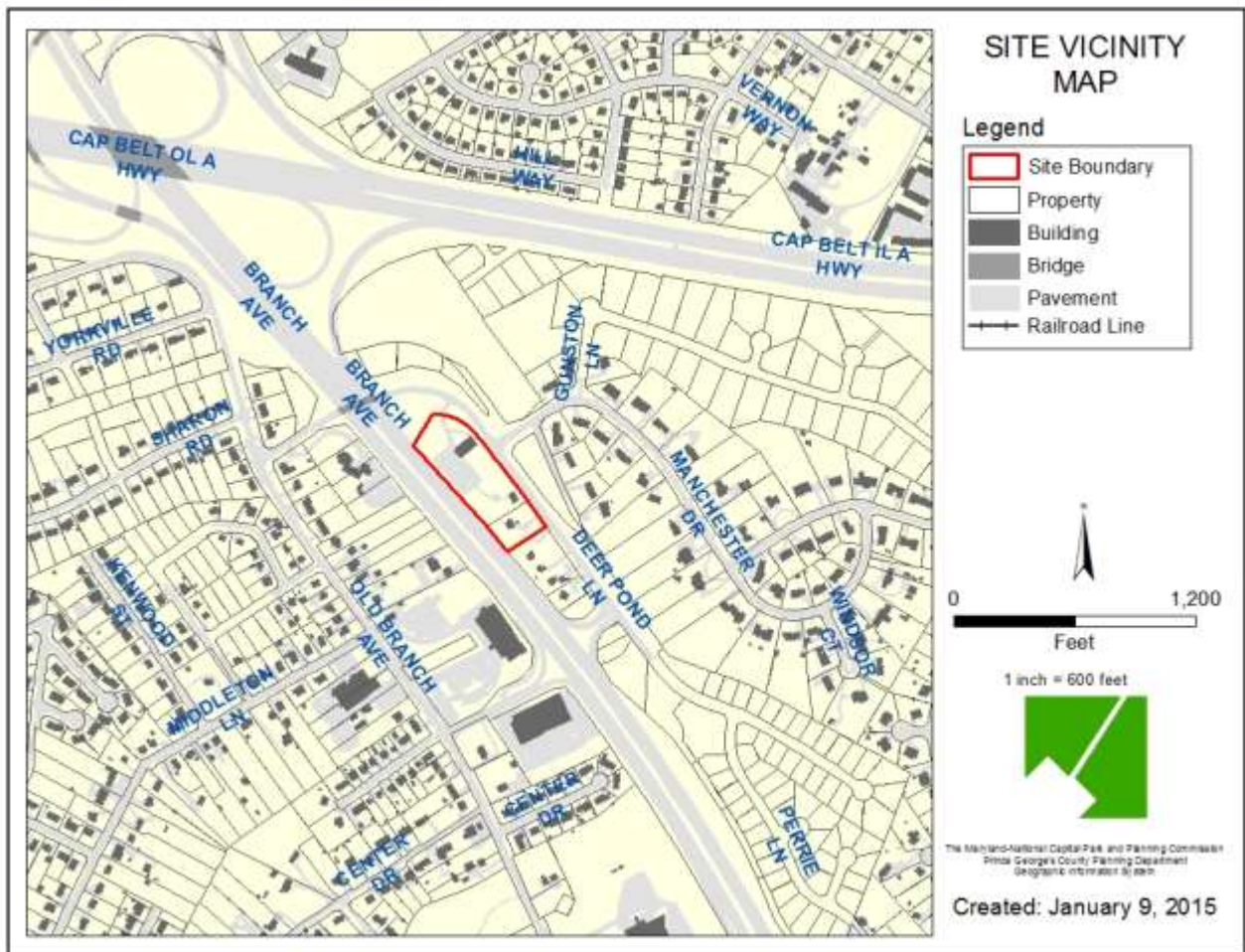
Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Preliminary Plan 4-14003

Application	General Data	
Project Name: Kirkland Memorial Second Church of God in Christ Location: Southeast quadrant of Branch Avenue (MD 5) and Manchester Drive. Applicant/Address: Kirkland Memorial Second Church of God in Christ 5225 Manchester Drive Suitland, MD 20746 Property Owner: Kirkland Memorial Second Church of God in Christ 5225 Manchester Drive Suitland, MD 20746	Planning Board Hearing Date:	02/12/15
	Staff Report Date:	02/04/15
	Date Accepted:	11/19/14
	Planning Board Action Limit:	02/12/15
	Mandatory Action Timeframe:	70 Days
	Plan Acreage:	3.76
	Zone:	R-R
	Gross Floor Area:	22,000 sq. ft.
	Lots:	0
	Parcels:	1
	Planning Area:	76B
	Council District:	08
	Election District:	06
	Municipality:	N/A
	200-Scale Base Map:	207SE05

Purpose of Application	Notice Dates	
One parcel for 22,000 square feet of gross floor area for a church or similar place of worship.	Informational Mailing	06/24/14
	Acceptance Mailing:	11/13/14
	Sign Posting Deadline:	01/13/15

Staff Recommendation		Staff Reviewer: William Mayah Phone Number: 301-952-3554 E-mail: William.Mayah@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-14003
Kirkland Memorial Second Church of God in Christ, Parcel 1

OVERVIEW

The subject property is located on Tax Map 98 in Grid A-2 and is known as Lot 12, Manchester Estates, recorded on Plat CEC 91-86 on June 21, 1975, and Lot 14, Deerpond, recorded on Plat BB 6-68 in 1938; both in the Prince George's County Land Records. The property has been the subject of a State of Maryland right-of-way dedication (SRC of MD Right of Way Plats 11272, 53220, 53221, and 53222), which is exempt from subdivision pursuant to Section 24-107(c)(5) of the Subdivision Regulations. The resulting property consists of 3.76 acres within the Rural Residential (R-R) Zone. The site is currently developed with 13,866 square feet of gross floor area (GFA) for a church and accessory structures. The preliminary plan of subdivision (PPS) proposes the removal of three structures on-site (totaling 3,866 square feet of GFA) and the construction of 12,000 square feet of GFA for a church. Pursuant to Section 24-111 of the Subdivision Regulations, development of more than 5,000 square feet of GFA on a property requires a PPS, resulting in this application.

The 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area* (Henson Creek-South Potomac Master Plan and SMA) retained this property in the R-R Zone. The property contains no regulated environmental features such as streams, wetlands, or associated 100-year floodplain, and is exempt from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, as discussed further.

SETTING

The subject site is located at the southeast quadrant of Branch Avenue (MD 5) and Manchester Drive. The site is surrounded by R-R-zoned properties developed with single-family residential dwelling units.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	PROPOSED
Zone	R-R	R-R
Use(s)	13,866 square feet of GFA for a church or similar place of worship	22,000 square feet of GFA for a church or similar place of worship
Acreage	3.76	3.76
Lots	2	0
Outlots	0	0
Parcels	0	1
Dwelling Units:	0	0
Public Safety	No	No
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on December 5, 2014.

2. **Community Planning**—This application is located within the Established Communities area of the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035). The site is also located with the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Corridor Sector Plan). The application is consistent with the land use recommendations of both Plan Prince George's and the sector plan. The site is also located within the Joint Base Andrews (JBA) Interim Land Use Control (ILUC) area, situated within Imaginary Surface F, establishing a height limit of 500 feet above the runway surface.
3. **Urban Design**—As discussed in Section 27-441(b)(2), Uses Permitted, of the Prince George's County Zoning Ordinance, a church is a permitted use in the R-R Zone. Churches over two acres are generally permitted within the R-R Zone without requiring detailed site plan approval. At the time of permit review, the subject site will be reviewed for conformance with the requirements of the Zoning Ordinance including, but not limited to, lot coverage, setbacks, building height, signage, and parking and loading standards.

Conformance with the Prince George's County Landscape Manual

The subject proposal indicates an increase in GFA and an expansion of the existing parking lot; therefore, the property will be subject to the requirements of the 2010 *Prince's George's County Landscape Manual* (Landscape Manual). Specifically, the site is subject to Section 4.2, Landscaped Strips along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscape Requirements. Compliance with these landscaping regulations will be evaluated at the time of permit review.

A review of the PPS shows that the existing 10,000-square-foot church building, labeled as to remain, is within the required zoning yard/setback for the R-R Zone. It is noteworthy to mention that the spatial relationship between the structure and the lot line is currently existing and is not being created or adjusted through this PPS application. Alternative compliance or a variance may be necessary at the time of building permit.

Conformance with the Prince George's County Tree Canopy Coverage Ordinance

The Prince George's County Tree Canopy Coverage Ordinance requires 15 percent tree canopy coverage for properties in the R-R Zone. Therefore, the subject 3.79- acre property must provide

24,619 square feet of site area covered by tree canopy. This requirement can be met either through preservation of the existing trees, proposed on-site landscaping, or a combination of both, and will be evaluated at the time of permit review.

4. **Environmental**—The Environmental Planning Section has reviewed the PPS, stamped as received by the Environmental Planning Section on November 19, 2014. The project is subject to the environmental regulations contained in Subtitles 24, 25, and 27 of the Prince George's County Code that came into effect on September 1, 2010 because the application is for a PPS. The site has been previously reviewed and it was found to be exempt from the Woodland and Wildlife Habitat Conservation Ordinance (WCO) based on the project proposal. A Standard Letter of Exemption (S-123-13) was issued on August 2, 2013 and a Natural Resources Inventory Equivalency Letter (NRI-117-13) was reviewed and approved on August 7, 2013. The Environmental Planning Section recommends approval of 4-14003 with one condition as noted for this project.

No woodland areas are located on-site. According to mapping research and as documented with the approved NRI, no regulated environmental features (stream buffers, wetlands, 100-year floodplains, and steep slopes) are found on the property. This site is within the Henson Creek drainage area and Middle Potomac River which flows into the Potomac River basin. The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey, include Croom-Marr complex and Croom Marr-Urban land complex. According to available information, Marlboro clay and Christiana complexes are absent from this property. According to the Sensitive Species Project Review Area (SSSPRA) map prepared by the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species mapped to occur on or in the vicinity of this property. The site has frontage from Deer Pond Lane, Manchester Drive, and Branch Avenue (MD 5). Manchester Drive and Deer Pond Lane are not identified as master-planned roadways. Branch Avenue is listed as a master-planned freeway road. None of the abutting roadways are designated as scenic or historic roads. According to the 2005 *Approved Countywide Green Infrastructure Plan* (Green Infrastructure Plan), the site includes network gap areas.

Plan Prince George's 2035 Approved General Plan

The site is located within the Established Communities area of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map as designated by Plan Prince George's 2035.

Master Plan Conformance

The master plan for this area is the Henson Creek-South Potomac Master Plan and SMA. In the master plan, the Environmental Infrastructure section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project. The text in **BOLD** is the text from the master plan and the plain text provides comments on plan conformance.

POLICY 1: Protect, preserve and enhance the green infrastructure network within the Henson Creek planning area.

Strategies

- **Evaluate carefully land development proposals in the vicinity of identified countywide and local Special Conservation Areas (SCA) including Piscataway Creek SCA, Potomac shoreline SCA and Broad Creek SCA to ensure that the SCAs are not impacted and that connections are either maintained or restored.**

The Green Infrastructure Plan indicates that most of the property is within a designated network gap area within the established network. The preservation of existing woodlands on this site, the restoration of water quality on-site, and ensuring that it is not degraded by the development of the property are essential to a finding of conformance with the Green Infrastructure Plan. Currently, the site is void of woodlands, with scattered trees throughout the project area. The provided PPS shows that a large portion of the scattered trees will remain, along with the project's three specimen trees.

POLICY 2: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

Strategies

- **Ensure the use of Low Impact Development (LID) techniques to the fullest extent possible during the development process.**

The site is located in the Upper Potomac River watershed, which has a water quality rating of "poor" and a water habitat rating of "fair." This means that many of the existing streams in the watershed maintain adequate habitat, but that habitat is not sufficient to address poor water quality entering the receiving streams and the Potomac River. The existing vegetation on the subject property contributes to water quality habitat by shading the areas of run-off on the site.

An approved Stormwater Management Concept Plan, 20890-2014-00, shows environmental site design which includes the use of five micro-bioretenment facilities which drain towards a roadside swale along Deer Pond Lane. These proposed designs are considered low-impact designs and are in conformance with this policy and strategy.

POLICY 3: Reduce overall energy consumption and implement more environmentally sensitive building techniques.

The development is conceptual at the present time. In future applications, the applicant should consider environmentally-sensitive building techniques to reduce overall energy consumption.

POLICY 4: Reduce flooding and its detrimental effects on human and natural resources.

The design of the project should use full cut-off optics for street lights to ensure that off-site light intrusion into residential and environmentally-sensitive areas is minimized.

POLICY 5: Reduce adverse noise impacts to meet State of Maryland noise standards.

The use of green building techniques and energy conservation techniques should be used as appropriate. The use of alternative energy sources such as solar, wind, and hydrogen power is encouraged.

POLICY 6: Preserve and enhance the existing urban tree canopy.

The project proposes to expand the existing church facility. This use will not generate noise, but may add vehicular traffic. The project area is located in a heavily used and growing area along Branch Avenue (MD 5). This road is identified as a freeway that has enough traffic to produce noise levels above 65 dBA Ldn. No residential units or outdoor recreational areas are proposed; however, an outdoor play area may be proposed at a future time. According to the Environmental Planning Section's noise model, the unmitigated 65 dBA Ldn noise contour is approximately 745 feet from the centerline of MD 5 which covers the entire property extending east from MD 5. The submitted plan does not show the location of the unmitigated 65 dBA Ldn ground-level noise contour, which is off-site to this application. The proposed use may require an outdoor play area in the future, which will need to be shown outside of the noise contour, or noise mitigation may be required for a play area inside the noise contour.

Conformance with the Countywide Green Infrastructure Plan

The Green Infrastructure Plan indicates that most of the property is a network gap area within the designated network. The network gap area is located from the northeast corner of the site and along the eastern half of the site.

The following policies support the stated measurable objectives of the Green Infrastructure Plan:

POLICY 1: Preserve, protect, enhance or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.

The proposed development is in keeping with the goals of the Green Infrastructure Plan and Plan Prince George's 2035 by concentrating development in the existing open and developed areas.

POLICY 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

The project will meet water quality and quantity requirements in accordance with approved Stormwater Management Concept Plan 20890-2014-00 through the use of environmental site design.

POLICY 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.

The property is exempt from the requirements of the WCO. Currently, the site is void of woodlands, with scattered trees throughout the project area. The provided PPS shows that a large portion of the scattered trees will remain, along with the project's three specimen trees.

POLICY 4: Promote environmental stewardship as an important element to the overall success of the Green Infrastructure Plan.

The use of environmentally-sensitive building techniques and overall energy conservation should be encouraged.

Environmental Review

A Natural Resources Inventory Equivalence Letter (NRI-117-13), which was approved on August 7, 2013, was submitted with the review package. The NRI verifies that no regulated environmental features or woodlands occur on the subject property.

This project is exempt from the provisions of the WCO because the site contains less than 10,000 acres of woodland, and does not have a previously approved tree conservation plan. The site received a Woodland Conservation Exemption Letter (S-124-13) on August 2, 2013. A Type 1 tree conservation plan is not required.

5. **Stormwater Management**—The Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) has approved a Stormwater Management Concept Plan, 20890-2014-00, to ensure that development of this site does not result in on-site or downstream flooding. The proposed site will manage stormwater through the use of environmental site design, which includes the use of five micro-bioretenion facilities and fee-in-lieu payment. The plan shows micro-bioretenion facilities draining to two outfalls to the roadside swale along Manchester Drive and Deer Pond Lane.

The 2010 *Approved Water Resources Functional Master Plan* contains policies and strategies related to the sustainability, protection, and preservation of drinking water, stormwater, and wastewater systems within the county, on a countywide level. These policies are not intended to be implemented on individual properties or projects and instead will be reviewed periodically on a countywide level. As such, each property reviewed and found to be consistent with the various countywide and area master plans, county ordinances for stormwater management, 100-year floodplain and woodland conservation, and programs implemented by DPIE, the Prince George’s County Health Department, the Prince George’s County Department of the Environment, the Prince George’s Soil Conservation District, the Maryland-National Capital Park and Planning Commission (M-NCPPC) Planning Department, and the Washington Suburban Sanitary Commission (WSSC) are also deemed to be consistent with this master plan.

6. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, mandatory dedication of parkland is not required for the subject site because it consists of nonresidential development.
7. **Trails**—This PPS has been reviewed for conformance with Sections 24-123 and 24-124.01 of the Subdivision Regulations, the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), and the appropriate area master plan in order to implement planned trails, bikeways, and pedestrian improvements. The subject property is located in the Central Branch Avenue corridor based on Plan Prince George’s 2035 transition maps and is therefore subject to Section 24-124.01 of the Subdivision Regulations (Prince George’s County Council Bill CB-2-2012). Staff has coordinated with the Prince George’s County Department of Public Works and Transportation (DPW&T) and the applicant to identify appropriate off-site improvements for the site given the limited existing facilities in the vicinity and the relatively low amount of the cost cap for the application per Section 24-124.01(c). The case was discussed at the DPW&T, DPIE, and M-NCPPC coordination meeting on December 17, 2014.

One master plan trail issue impacts the subject property, with Manchester Drive and Deer Pond Lane designated as a shared-use bikeway corridor (see Sector Plan Map 45 for Bikeways and Trails). The provision of “Share the Road” signage along the property frontage is recommended.

The MPOT also contains a section on Complete Streets which provides guidance on accommodating all modes of transportation, as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk construction and the accommodation of pedestrians:

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

The subject site currently includes no sidewalks either along its road frontages or internal to the site. Manchester Drive has been improved with curb and gutter, but no sidewalks exist along this road. The submitted Bicycle and Pedestrian Impact Statement (BPIS) and PPS indicate no sidewalk improvements on the site or along its road frontage.

Adequate Public Pedestrian and Bikeway Facilities Required in Centers and Corridors

The subject property is located within a designated center in Plan Prince George's 2035. This PPS is therefore subject to the adequate public facilities review procedures that are described in Section 24-124.01 of the Subdivision Regulations, which applies to any development project requiring the subdivision or re-subdivision of land within centers and corridors. The Prince George's County Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or biking distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available public rights-of-way.

Section 24-124.01(c) includes the following guidance regarding pedestrian and bikeway improvements:

- (c) **As part of any development project requiring the subdivision or re subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or biking distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available public rights-of-way. The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.**

A scoping agreement was signed by the Transportation Planning Section and a Bicycle and Pedestrian Impact Statement (BPIS) was submitted on September 24, 2014. There are no existing sidewalk, trail, or bikeway facilities in the immediate vicinity of the subject site. Manchester Drive and the Manchester Estates community currently do not include sidewalks. Branch Avenue (MD 5) is a limited access road in the vicinity of the church.

Old Branch Avenue currently has fragmented sidewalk facilities, with sidewalks missing along most segments. Per Section 24-124.01(c), the calculation of the cost cap for the subject site is \$2,848 based on the cap of \$0.35 per square foot of the GFA addition and the proposed addition of 8,136 square feet of GFA.

The recommended off-site improvements for bikeway signage along Manchester Drive and Old Branch Avenue will benefit the subject site by providing bicycle access consistent with the MPOT within one-half mile of the proposed church addition and by accommodating bicycle access to the church along two of the primary roads connecting the church with the surrounding residential communities.

Section 24-124.01(d) provides specific guidance regarding the types of off-site bicycle and pedestrian improvements that may be required:

(d) Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):

- (1) installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
- (2) installing or improving streetlights;**
- (3) building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
- (4) providing sidewalks or designated walkways through large expanses of surface parking;**
- (5) installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**
- (6) installing street trees.**

The pre-application meeting was held between the Transportation Planning Section and the applicant on August 27, 2014. The meeting reviewed the requirements of the “Transportation Review Guidelines, Part 2,” the required on- and off-site improvements, and the required finding of adequacy. Also discussed were possible off-site improvements. At the time of the pre-application meeting, bikeway improvements along Manchester Drive were mentioned as possible off-site improvements, with both signage and pavement markings being discussed. The road is currently closed section with curb and gutter, but no sidewalks exist. Given the low amount of the cost cap, it is probably not feasible to consider off-site sidewalk construction.

The required BPIS was submitted on September 16, 2014. The BPIS summarizes the facilities being proffered off-site. The applicant proposed “Share the Road” signage along a half-mile segment of Manchester Drive. Staff recommended that an exhibit be provided that specifies the location and limits of any signage and/or pavement markings provided along the site’s frontage and off-site so that DPW&T can determine if the improvements are acceptable or make necessary modifications. The applicant submitted this exhibit indicating signage and shared-lane markings along Manchester Drive. At the December

coordination meeting, DPW&T/DPIE declined the pavement markings, but recommended additional “Share the Road” signage along both Manchester Drive and Old Branch Avenue. As previously mentioned, “Share the Road” signage along the property frontage will be recommended in accordance with the master plan.

Section 24-124.01(g) states that “the developer/property owner shall show that all required adequate pedestrian and bikeway facilities have full financial assurances, have been permitted for construction through the applicable operating agency’s access permit process, and have an agreed-upon timetable for construction and completion with the appropriate operating agency.” The operating agency has indicated that the placement of the “Share the Road” signage will be installed by the county under their processes and paid for by the applicant. Therefore, in the specific instance of the agreed upon improvements required for this application, the provision of adequate funding by the applicant for the placement of the signage will be sufficient to fulfill the requirements of this section.

Review of Criteria for Adequate Bicycle and Pedestrian Facilities

Section 24-124.01 of the Subdivision Regulations requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities prior to approval of the PPS. Furthermore, Section 24-124.01(b)(1) and (2) provides specific guidance on the criteria for determining adequacy, as well as what steps can be taken if inadequacies need to be addressed.

(b) Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.

(1) The finding of adequate public pedestrian facilities shall, at a minimum, include the following criteria:

(A) The degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area.

Sidewalks are being recommended along the frontage of the subject site. This sidewalk will ultimately connect to continuous sidewalks and designated bike lanes along Old Branch Avenue (located to the west of the site across MD 5). The adjacent Manchester Estates development has open section roads with no sidewalks.

(B) the presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage).

Currently, there are fragmented facilities for pedestrians in the vicinity of the subject site. However, the subject site will be providing sidewalks along their road frontages consistent with the requirements of DPW&T.

(2) The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:

(A) the degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;

The proposed bikeway signage will implement the master plan recommendations for bicycle accommodations along both Manchester Drive and Old Branch Avenue consistent with current DPW&T/DPIE policies and standards. Pavement markings were also considered, but were declined by DPW&T/DPIE due to the current space that exists within the outside curb lanes, or the “curb to curb” space. This space is insufficient for designated bike lanes. However, adequate right-of-way does exist for implementation of bike lanes by the operating agency, if desired in the future.

(B) the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;

The existing curb-to-curb space along Manchester Park Drive/Deer Pond Road is not sufficient to accommodate full bike lanes. Current DPW&T guidance prohibits shared-lane markings on two-lane roads. After discussion with DPW&T/DPIE, it was determined that “Share the Road” signage is appropriate along both Manchester Drive and Old Branch Avenue.

(C) the degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and

The existing curb-to-curb space along Manchester Park Drive/Deer Pond Road is not sufficient to accommodate full bike lanes. Current DPW&T guidance prohibits shared-lane markings on two-lane roads. After discussion with DPW&T/DPIE, it was determined that “Share the Road” signage is appropriate along both Manchester Drive and Old Branch Avenue.

(D) the availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.

There are no transit stops, employment centers, and commercial spaces in the immediate vicinity of the subject site. A small amount of bicycle parking is recommended on-site.

Based on the preceding analysis, adequate bicycle and pedestrian facilities would exist to serve the proposed subdivision as required under Sections 24-123 and 24-124.01 of the Subdivision Regulations, with conditions.

8. **Transportation**—The findings and recommendations outlined below are based upon a review of materials and analyses consistent with the “Transportation Review Guidelines, Part 1” (Guidelines).

There is an existing 10,000-square-foot church on the property which generates 6 AM (4 inbound and 2 outbound) and 6 PM (3 inbound and 3 outbound) weekday peak-hour vehicle trips and 177 Sunday morning peak hour trips (87 inbound and 90 outbound). The remaining 3,866 square feet of GFA is comprised of three accessory structures, which are labeled as “to be removed” on the PPS. A 12,000-square-foot expansion is proposed. Using trip generation rates from the Guidelines, it is determined that the net increase from the proposed expansion would generate 12 AM (7 inbound and 5 outbound) and 12 PM (6 inbound and 6 outbound) weekday peak-hour vehicle trips and 291 Sunday morning peak hour trips (143 inbound and 148 outbound). The trip cap is based on a total of 22,000 square feet of church space.

The traffic generated by the proposed PPS would impact the following intersections, interchanges, or links in the transportation system:

- Manchester Drive & Site Entrance (non-signalized)
- Old Branch Avenue & Manchester Drive (non-signalized)

A traffic study dated May 2014 was submitted by the applicant for the critical intersections. Traffic counts for the critical intersections were taken in May 2014.

The subject property is located within Transportation Service Area (TSA) 1, as defined in Plan Prince George’s 2035. As such, the subject property is evaluated according to following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections subject to meeting the geographical criteria in the Guidelines.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure, (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, and (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. A two-part process is employed for all-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure, and (b) if delay exceeds 50 seconds, the CLV is computed. Once the CLV exceeds 1,150 for either type of intersection, this 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.

Under existing and background conditions, all of the intersections are operating at acceptable levels of service and/or intersection delay as defined by the Guidelines. Background traffic was increased by two percent per year for six years. There was one nearby property (Manchester Crossing) included as background traffic. With site traffic added, the two (two-way stop-controlled) intersections operate as follows under total traffic conditions:

TOTAL TRAFFIC CONDITIONS						
Intersection	Vehicle Delay (AM/PM/Sunday)			Level of Service (LOS, AM/PM/Sunday)		
Old Branch Ave. & Manchester Dr.	13.0*	11.7*	12.5*	--	--	--
Manchester Dr. & Site Access	11.6*	10.4*	13.0*	--	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.						

The critical intersections identified above are not programmed for improvements with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program (CTP) or the Prince George's County Capital Improvement Program (CIP).

Under existing, background, and total traffic conditions, all of the intersections are operating at acceptable intersection delays as defined by the Guidelines. A trip cap which combines existing plus proposed trips is recommended.

Maryland State Highway Administration (SHA) Comments

The Maryland State Highway Administration (SHA) commented that the property is located within the study area of the MD 5 Transportation Corridor Study, which proposed one additional lane in each direction on Branch Avenue (MD 5). It is also in the study area for Mass Transit Administration's Southern Maryland Rapid Transit Study. A letter has been submitted to SHA to consider a portion of the subject property adjoining MD 5 to be placed in reservation for future public use in accordance with Section 24-139 of the Subdivision Regulations.

Department of Public Works and Transportation (DPW&T)

DPW&T concurred with the traffic study's results and findings, and had no further comment.

Site Access and Circulation

Two existing points of access are located on the property, one is at the northern portion of the property along Manchester Drive and the other is at the southern portion of the property along Deer Pond Lane. Once developed, the site will be accessed by two entrances, the existing entrance on Manchester Drive and a redesigned southern entrance on Deer Pond Lane.

Master Plan Roadways

Branch Avenue (MD 5) is a master plan freeway (F-9) adjacent to the site. It is listed in the Henson Creek-South Potomac Master Plan and SMA with 300 feet of right-of-way and six to eight lanes of traffic, with an optional fixed guideway transit facility. A right-of-way width of 200 feet is shown on the site plan. The right-of-way is also shown on Plats 53220, 53221, and 53222. The plan was referred to SHA in accordance with Section 24-139 of the Subdivision Regulations.

Pertaining to right-of-way reservation for MD 5, the following is noted by staff:

- The current MD Corridor Transportation Study includes a number of alternatives, none of which have contemplated an expansion of the right-of-way of MD 5 adjacent to this site. The alternatives have included additional general-use lanes (one northbound and one southbound), as well as consideration of reversible and managed lanes. In each case, it was determined by SHA that the widening could be accomplished in the median of the existing facility.
- The current Southern Maryland Rapid Transit Study has independently considered several bus rapid transit and light rail transit alternatives. The alternatives that would use the section of MD 5 adjacent to the subject property have been determined to not require additional right-of-way.
- If both a widening of MD 5 and the implementation of a transit line were to occur, it is apparent that additional right-of-way would be needed, although neither study has officially mapped such a scenario.
- In discussions between planning staff and staff of the modal agencies, a preference has been indicated to minimize the future highway widening and to place a greater emphasis on the implementation of transit. Part of the rationale for this preference is to limit expansion of the MD 5 right-of-way between the Capital Beltway (I-95/495) to the north and Coventry Way to the south.

On February 2, 2015, a letter dated January 28, 2015 (Quinn to Jenkins) was received providing SHA's response concerning the reservation of right-of-way for MD 5. In the letter, SHA provided the following justification for right-of-way reservation on the property:

“SHA is conducting a MD 5 Corridor Project Planning Study, from I-95/I-495 (Capital Beltway) to the US 301 interchange. This study is looking at various controlled facility with managed lanes. The second study is the Maryland Transit Administration's (MTA) southern Maryland Rapid Transit Study (SMRTS), which is an effort to develop transit alternatives along the MD 5 corridor from the Branch Avenue Metrorail Station to the White Plains area in Charles County. SHA's coordination with MTA, Prince George's County, and Charles County includes establishing right-of-way, quantifying impacts, and developing typical sections that would accommodate a fixed-guideway transit line along MD 5.

“After reviewing the Kirkland Memorial 2nd Church of God preliminary plan, it is our recommendation that the 50-foot strip of property be placed in reservation by Prince George's County to preserve the right-of-way for proposed roadway and transit improvements along the MD 5 corridor.”

While SHA has indicated support for reservation, as of the writing of this technical staff report, an estimate of the time required to complete the acquisition has not been provided. Furthermore, documentation of a funding source for the potential acquisition (which is typically required by the Planning Board to affirm that the acquisition will be a priority during the reservation period) has not been provided. Therefore, at this time, reservation in accordance with Section 24-139 of the Subdivision Regulations is not recommended.

Based on the analysis, adequate transportation facilities will exist to serve the development, with conditions.

9. **Schools**—The subdivision has been reviewed for impact on public school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the “Adequate Public Facilities Regulations for Schools” (County Council Resolutions CR-23-2001 and CR-38-2002), and concluded that the subdivision will have no impact on public schools because it is a nonresidential use.
10. **Fire and Rescue**—The PPS has been reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(e)(1)(E) of the Subdivision Regulations. Section 24-122.01(e)(1)(E) states that “A statement by the Fire Chief that the response time for the first due station in the vicinity of the property proposed for subdivision is a maximum of seven (7) minutes travel time. The Fire Chief shall submit monthly reports chronicling actual response times for call for service during the preceding month.”

The proposed project is served by Silver Hill Fire/EMS, Company 29. This first due response station, located at 3900 Old Silver Hill Road, is within the maximum seven-minute travel time.

Capital Improvement Program (CIP)

There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

The above findings are in conformance with the 2008 *Approved Public Safety Facilities Master Plan* and the “Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities.”

11. **Police Facilities**—The proposed development is within the service area of Police District IV, Oxon Hill. There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department, and the July 1, 2013 (U.S. Census Bureau) county population estimate is 890,081. Using 141 square feet per 1,000 residents, it calculates to 125,501 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.
12. **Water and Sewer Categories**—Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary plan or final plat approval.” The 2008 *Water and Sewer Plan* designates this property in water and sewer Category 3, Community System, and will therefore be served by public systems.
13. **Health Department**—The PPS was referred to the Prince George’s County Health Department for review. At the time of the writing of this report, comments have not been received from the Health Department.

14. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when public utility easements (PUEs) are required by a public utility company, the subdivider should include the following statement on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The PPS does not depict a PUE on the subject site to serve the proposed development along the public right-of-way and should. Prior to signature approval of the PPS, a ten-foot-wide PUE should be delineated along all public rights-of-way. The disposition of any existing structure and stormwater management facilities within the ten-foot-wide PUE should be provided on the PPS.

15. **Historic**— There are three structures on the subject property. The existing church building located at 5225 Manchester Drive was built about 1977. The existing two-story split-level residence located at 5225A Manchester Drive was built about 1989 according to tax records. The house located at 5501 Deer Pond Lane on the southern part of the subject property on Lot 14 of the Deer Pond Subdivision was built around 1935 according to tax records. There is one structure on the subject property that is more than 50 years old: the house at 5501 Deer Pond Lane. This structure should be recorded by a 36 CFR qualified architectural historian on a Maryland Inventory of Historic Properties (MIHP) form. The documentation should include a chain of title, floor plans, and representative interior and exterior photographs. Historic Preservation staff can provide the chain of title for the property.
16. **Use Conversion**—The subject application is not proposing any residential development; however, if a residential land use were proposed, a new PPS is recommended. There exists different adequate public facility tests comparatively between residential and nonresidential uses, and there are other considerations for a residential subdivision not considered in the review of commercial, industrial, and mixed-use development including the recreational components, noise, and access. A new PPS is recommended if residential development is to be proposed.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the plan shall be revised to make the following technical corrections:
 - a. Provide a ten-foot-wide public utility easement along all public rights-of-way.
 - b. Remove General Note 16.
 - c. Delineate denial of access along the entire frontage of Branch Avenue (MD 5).
 - d. Provide the disposition of all existing structures and stormwater management facilities within the ten-foot-wide public utility easement as “to remain” or “to be removed.”
2. At the time of final plat, the applicant and the applicant’s heirs, successors, and/or assignees shall grant a ten-foot-wide public utility easement along all public rights-of-way as delineated on the approved preliminary plan of subdivision.

3. Development of this site shall be in conformance with Stormwater Management Concept Plan 20890-2014-00 and any subsequent revisions.
4. Total development shall be limited to uses which generate no more than 12 AM peak hour trips, 12 PM peak hour trips, and 291 Sunday peak hour trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision.
5. Prior to approval of any raze or grading permit, the applicant and the applicant's heirs, successors, and/or assignees shall submit a Maryland Inventory of Historic Property (MIHP) form for the structure located at 5501 Deer Pond Lane on the subject property to be reviewed and approved by the Historic Preservation Section. The building shall be documented by a 36 CFR qualified architectural historian and shall include a chain of title, floor plans, and representative interior and exterior photos of the buildings.
6. Any residential development of the subject property shall require approval of a new preliminary plan of subdivision prior to approval of any building permits.
7. In conformance with the 2009 *Approved Countywide Master Plan of Transportation*, the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan*, and the 2006 *Approved Master Plan and Sectional Map Amendment for the Henson Creek-South Potomac Planning Area*, prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following, unless modified by the Prince George's County Department of Public Works and Transportation (DPW&T) or of the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE):
 - a. Construct a standard sidewalk along the subject site's entire frontage of Manchester Drive and Deer Pond Road.
 - b. Provide standard sidewalk along one side of the internal access road from Manchester Drive to the entrance of the church.
 - c. A bicycle rack(s) accommodating a minimum of five bicycles at a location convenient to the building entrance.
 - d. A financial contribution of \$210 to DPW&T for the placement of one "Share the Road with a Bike" sign along the property frontage. A note shall be placed on the final record plat for payment to be received prior to issuance of the first building permit.
8. Prior to approval of any building permit for the subject property, as designated below, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following required adequate pedestrian and bikeway facilities in accordance with Section 24-124.01 of the Subdivision Regulations:
 - a. Provide a financial contribution of \$1,260 to the Department of Public Works and Transportation for the placement of six "Share the Road with a Bike" signs along Old Branch Avenue. A note shall be placed on the final record plat for payment to be received prior to issuance of the first building permit.

- b. A financial contribution of \$630 to DPW&T for the placement of three “Share the Road with a Bike” signs along Manchester Drive and Deer Pond Lane. A note shall be placed on the final record plat for payment to be received prior to issuance of the first building permit.

If any of these improvements are deemed not feasible by the appropriate operating agency, the applicant shall provide alternative off-site improvements within one-half mile of the site of comparable value equivalent in the amount of the proposed improvements.

- 9. Prior to approval of building permits, the applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate the use of full cut-off optics.