



*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

**Conceptual Site Plan**

**CSP-96046-01**

**Detailed Site Plan**

**DSP-98001-02**

**Departure from Parking and Loading Standards**

**DPLS-379**

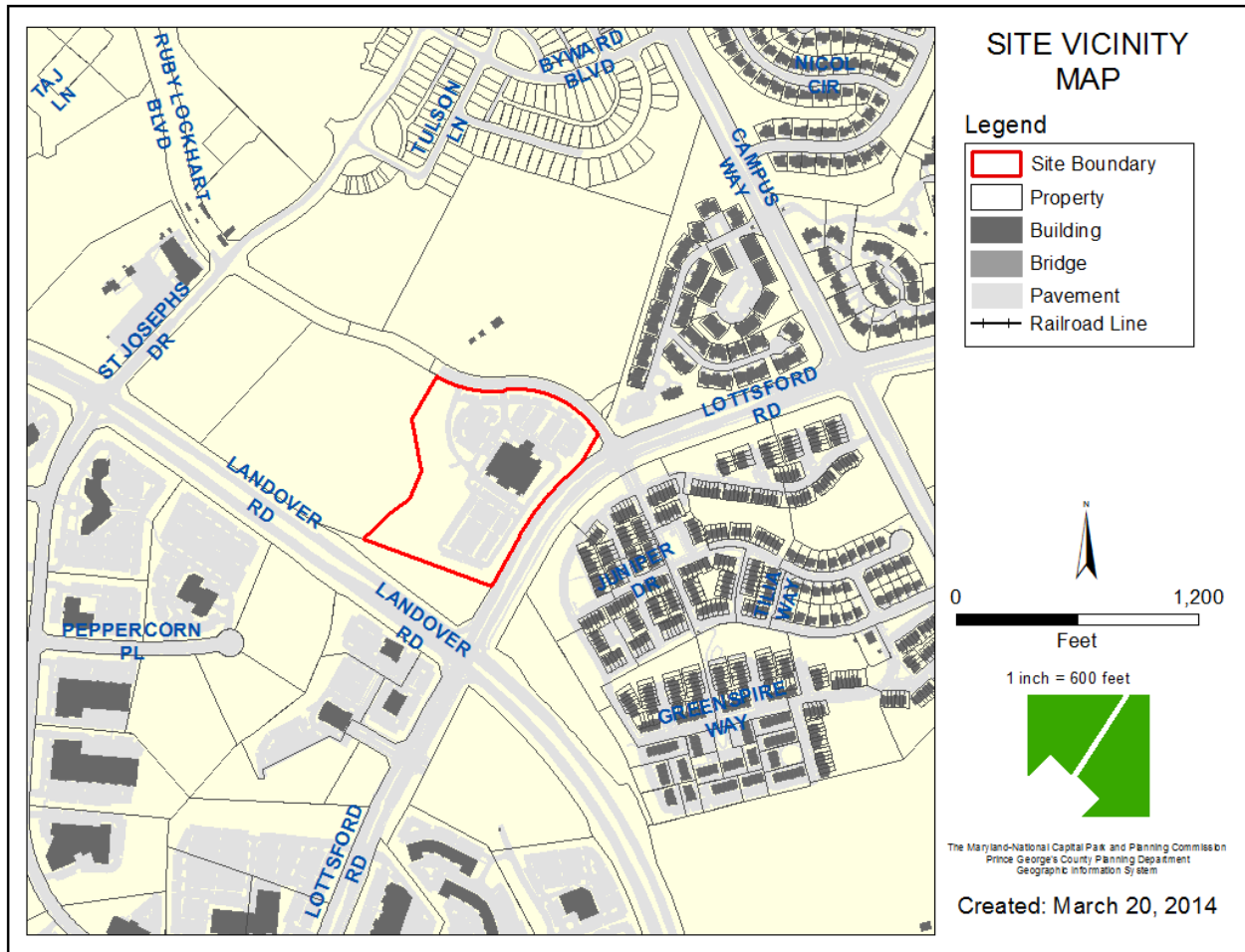
**Departure from Sign Design Standards**

**DSDS-683**

Application	General Data	
<b>Project Name:</b> Woodstream Church (formerly Addison King Property)  <b>Location:</b> Southwestern quadrant of the intersection of Lottsford Road and Ruby Lockhart Boulevard.  <b>Applicant/Address:</b> Woodstream Church, Inc. 9800 Lottsford Road Mitchellville, MD 20721	Planning Board Hearing Date:	07/31/14
	Staff Report Date:	06/26/14
	Date Accepted:	02/01/13
	Planning Board Action Limit:	Waived
	Plan Acreage:	15.3
	Zone:	I-3
	Dwelling Units:	N/A
	Gross Floor Area:	169,326 sq. ft.
	Planning Area:	73A
	Council District:	05
	Election District	13
	Municipality:	N/A
	200-Scale Base Map:	203NE09

Purpose of Application	Notice Dates	
This case was continued from the Planning Board agenda date of July 10, 2014 to July 31, 2014.  A 69,060-square-foot family life center and building additions to an existing church in order to add a private school with 445 students and a 250-child day care center.  A departure to reduce the required number of parking spaces by 95 spaces. A departure to increase the institutional sign area by 14 square feet.	Informational Mailings:	04/20/12 and 03/28/14 (DSDS)
	Acceptance Mailings:	01/29/13 and 05/29/14 (DSDS)
	Sign Posting Deadline:	06/10/14

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> Meika Fields <b>Phone Number:</b> 301-780-2458 <b>E-mail:</b> Meika.Fields@ppd.mncppc.org	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>	<b>DISAPPROVAL</b>	<b>DISCUSSION</b>
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Conceptual Site Plan CSP-96046-01 and Type 1 Tree Conservation Plan TCP 1-005-97-02  
Detailed Site Plan DSP-98001-02 and Type 2 Tree Conservation Plan TCP2-015-98-03  
Departure from Parking and Loading Standards DPLS-379  
Departure from Sign Design Standards DSDS-683  
Woodstream Church (Formerly Addison King Property)

The Urban Design staff has completed the review of the subject applications and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions as described in the Recommendation section of this report.

EVALUATION

The conceptual site plan, detailed site plan, departure from parking and loading standards, and departure from sign design standards applications were reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Zoning Ordinance in the Planned Industrial/Employment Park (I-3) Zone; Section 27-588, Departures from the number of parking and loading spaces required; Section 27-612, Authorization and procedures for departures from sign design standards; and Section 27-239.01, Departures from Design Standards.
- b. The requirements of Zoning Map Amendment A-9604-C.
- c. The requirements of Conceptual Site Plan SP-96046.
- d. The requirements of Preliminary Plan of Subdivision 4-10005.
- e. The requirements of Detailed Site Plan SP-98001 and its revision.
- f. The requirements of the 2010 *Prince George's County Landscape Manual*.
- g. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and the Tree Canopy Coverage Ordinance.
- h. Referral comments.

## FINDINGS

Based upon the analysis of the subject conceptual site plan (CSP), detailed site plan (DSP), departure from parking and loading standards (DPLS), and departure from sign design standards (DSDS), the Urban Design Section recommends the following findings:

1. **Request:** The subject application is for approval a CSP and DSP for a 69,060-square-foot family life center and building additions to an existing church in order to add a private school with 445 students and a 250-child day care center.

The application also requests a DPLS to reduce the required number of parking spaces by 95 spaces. A DSDS is requested to allow the institutional sign area to exceed the normal maximum area by 14 square feet.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	I-3	I-3
Use(s)	Church Day Care	Church Private School Day Care
Acreage	15.28	15.28
Square Footage/GFA	81,719	169,326

### Parking Requirements\*

	REQUIRED	PROPOSED
Total Parking Spaces	446	351*
Church (1 space per 4 seats @ 1200 seats)	300	
Nursery (1 space per 4 seats @ 100 seats)	25	
Private School (1 space per 6 students below 10th grade @ 360 students)	60	
Private School (1 space per 3 students above 10th grade @ 85 students)	29	
Day Care (1 space per 8 children @ 250 children)	32	
Of which	8	17
Handicap Spaces		(3 Van-Accessible)
Total Loading space	2	2

\*Note: A Departure from Parking and Loading Standards (DPLS-379) for a reduction of 95 parking spaces has been filed as a companion case with this DSP. See Finding 8 below for discussion.

3. **Location:** The 15.28-acre property is located in the southwestern quadrant of the intersection of Lottsford Road and Ruby Lockhart Boulevard. The site is also located in Planning Area 73A, Council District 5.

4. **Surrounding Uses:** The neighboring properties to the north, west, and south of the site are zoned Mixed Use–Transportation Oriented (M-X-T) and are currently undeveloped. This adjacent land area was the subject of Conceptual Site Plan CSP-10004, King Property, for 525,000 square feet of residential development and 404,000 square feet of retail and office space. To the north across Ruby Lockhart Boulevard, is The Villas at Regent Park condominium development located in the Commercial Office (C-O) Zone. The neighboring properties to the southeast across Lottsford Road are zoned Residential Medium Development (R-M) and are developed with townhouses.
5. **Previous Approvals:** The site was rezoned from the Rural Residential (R-R) Zone to the I-3 Zone through Zoning Map Amendment A-9604-C, which was approved by the Prince George’s County District Council on April 11, 1988. The District Council approved Conceptual Site Plan CSP-96046 for Addison King Property for approximately 109.46 acres on December 3, 1997. The Prince George’s County Planning Board approved Preliminary Plan of Subdivision 4-97013 and Type I Tree Conservation Plan TCPI/05/97-01 for Addison King Property which covered approximately 110± acres on April 3, 1997. This preliminary plan created Lot 1, which contains the church, and Outlot A. Preliminary Plan of Subdivision 4-97013 was later superseded with the approval of Preliminary Plan of Subdivision 4-10005 by the Planning Board on July 14, 2011. The subject DSP is a revision to Detailed Site Plan SP-98001, which was approved by the Planning Board on April 2, 1998 for construction of the existing church. An -01 revision of DSP-98001 was approved by the Planning Director for the construction of a pavilion on the site.

Subsequent to DSP approval and construction of the proposed church, a private school use was added on the subject site. The Woodstream Christian Academy currently operates on the site. The subject CSP and DSP revisions are required to validate this existing use, and provide adequate play area that meets the requirements of the Zoning Ordinance.

6. **Design Features:** The subject application proposes two building additions to the existing sanctuary building for a day care center and administrative offices and a new three-story, 69,060-square-foot multipurpose building. The applicant is proposing a private school for 445 students (kindergarten through 12th grade) and a day care for 250 children as an addition to the existing church.

The subject property has frontage on Lottsford Road and Ruby Lockhart Boulevard. Lottsford Road is a master-planned arterial roadway with a right-of-way width of 170 feet. Ruby Lockhart Boulevard has an ultimate right-of-way width of 70 feet. The site has two existing access points from Ruby Lockhart Boulevard and no direct access onto Lottsford Road. The existing sanctuary entrance faces Ruby Lockhart Boulevard (north). The existing sanctuary building was designed as a red brick landmark-style building with a central steeple that reaches a height of 116 feet. The applicant proposes building additions on the eastern and western sides of the church sanctuary. The 10,907-square-foot building expansion to the west is to house the administrative offices for the church. The 7,640-square-foot expansion to the east is an addition for the day care/nursery. Both of the proposed sanctuary expansions utilize the same building materials and design aesthetic of the sanctuary. The building elevations are predominantly red brick. Buff-colored bands of concrete masonry unit (CMU) veneer are also proposed along the base of the building and along the top of the building’s first story, which adds definition and visual interest to the building elevations. The additions also utilize a green standing seam metal roof that is consistent with the roofline of the sanctuary building.

The three-story family life center is proposed on the southern side of the existing church building. This building will be connected to the sanctuary through two proposed covered walkways. The

family life center will largely house the functions of the proposed 445-student private school. In contrast to the church sanctuary which features a series of pitched roofs with gables, the new building will feature a flat roof. The continuous roofline is interrupted by a tower feature with a green metal roof cap that defines the primary building entrance along the northeastern side of the building. The building elevations are red brick, buff-colored stone, and buff-colored CMU veneer. In the area of the main entrance, a four-story area of what appears to be a glass curtain wall system is proposed. Additional vertical window features are proposed along the ends of each building elevation, which brings additional light into the building and provides continuity in the building's design.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the Planned Industrial/Employment Park (I-3) Zone, the site plan design guidelines, and additional requirements of the Zoning Ordinance. Approval of a CSP and DSP is required for all uses and improvements in the I-3 Zone, in accordance with Part 3, Division 9, of the Zoning Ordinance. The following discussion is provided:

- a. The application is subject to the requirements of Section 27-473(b) of the Zoning Ordinance, which governs uses in industrial zones. The subject application includes an existing church, proposed day care, and proposed private school. Churches are generally permitted in the I-3 Zone except that, pursuant to County Council Bill CB-72-1997, churches or similar places of worship in the Route 202 Corridor Study Area are not permitted unless constructed pursuant to a CSP approved by the Planning Board prior to June 1, 1997. The subject site is located within the Route 202 Corridor Study Area, but the existing church was constructed pursuant to Conceptual Site Plan CSP-96046, which was approved by the Planning Board on March 27, 1997. The church is therefore permitted in this location.

The proposed day care center is permitted as an accessory use to a church subject to DSP approval and in accordance with Section 27-475.02 of the Zoning Ordinance. A church's tax-exempt identification number should be placed on the DSP as a general note. For additional discussion of these requirements see Finding 7b.

The proposed private school is permitted in accordance Section 27-475.06.01. For additional discussion of these requirements see Finding 7c.

- b. The DSP application is subject to the requirements of Section 27-475.02, which governs day care centers for children in industrial zones. A 7,640-square-foot building addition for the proposed day care/ nursery is proposed on the southeastern side of the existing church building. The day care is proposed to serve 250 students. An ample outdoor play or activity area is required and must be designed in accordance with the following:

### **Section 27-475.02(a)(1)(A)**

- (i) **All outdoor play areas shall have at least seventy-five (75) square feet of play space per child for fifty percent (50%) of the licensed capacity or seventy-five (75) square feet per child for the total number of children to use the play area at one (1) time, whichever is greater;**

**Comment:** In total, 53,898 square feet of play area is proposed on the DSP, and a total of 53,875 square feet of play area is required for the day care and private school. The proposed day care use requires 9,375 square feet of play area. One 1,242-square-foot play area is specifically designated for the day care use and is proposed on the south side of the church sanctuary near the day care. The subject application does not specifically indicate which of the other two play areas is proposed to be used by day care students. This should be clarified on the DSP. A 15,039-square-foot play area is proposed in the northwestern portion of the site. A portion of this play area could be designated for the day care; however, the proposed playground in this location is not suitable for day care-aged children (0–4 years).

- (ii) All outdoor play areas shall be located at least twenty-five (25) feet from any dwelling on an adjoining lot, and shall be enclosed by a substantial wall or fence at least four (4) feet in height;**

**Comment:** The subject site does not abut any residential uses or dwellings. All play areas are proposed to be enclosed by five- and six-foot-tall chain-link fences. All of the proposed fencing should be vinyl coated, which is more attractive and protects the fencing from rust.

- (iii) A greater set back from adjacent properties or uses or a higher fence may be required by the Planning Board if it determines that it is needed to protect the health and safety of the children utilizing the play area;**

**Comment:** Staff believes that the proposed setbacks and heights of fencing are appropriate. The closest play area to the property line is 37,617 square feet and is located in the southern portion of the site. This play area is essentially an open field. A portion of the proposed fencing around this play area is along the southern property line, and little setback is provided. Staff believes this play area location at the property line is appropriate, as the property to the south is a wooded outparcel, Outparcel A of the Addison King Subdivision. Development of this adjacent property is not permitted without a new preliminary plan; therefore, it is probable that the outparcel will remain wooded for the near future. If the outparcel is ever redeveloped, adequate buffers will be required between any new development and the play area.

- (iv) An off-premises outdoor play or activity area shall be located in proximity to the day care center, and shall be safely accessible without crossing (at grade) any hazardous area, such as a street or driveway;**

**Comment:** No off-premise outdoor play areas are proposed. Nevertheless, clearly defined pedestrian routes and pedestrian crossings across drive aisles are proposed from the buildings to the play areas. Staff recommends that, in addition to the crossings, the site plan include signage that announces either children crossing or children at play near the crossings on the western side of the drive aisle.

The pedestrian connections from the public right-of-way to the church buildings will be improved with the subject proposal. With the addition of private school and day care uses, neighborhood children will have an opportunity to walk to school, or use public transportation, and have convenient clearly-defined pedestrian routes to the building from the rights-of-way. One new sidewalk connection to Ruby Lockhart Boulevard is shown on the plan. An additional pedestrian connection from the east side of the church building

to Lottsford Road should also be provided, as feasible, subject to modification by the Prince George's County Department of Public Works and Transportation (DPW&T).

- (v) **The play area shall contain sufficient shade during the warmer months to afford protection from the sun;**

**Comment:** The 1,242-square-foot play area is located on the southeastern side of the existing church building. This play area will be partially sheltered from the sun by the existing building. A covered pavilion will provide shade in the play area in the northwestern portion of the site.

- (vi) **Sufficient lighting shall be provided on the play area if it is used before or after daylight hours to insure safe operation of the area; and**

**Comment:** No lighting information for the play areas is provided on the DSP. The play areas should not be used after daylight hours if no additional information is provided on lighting of these areas.

- (vii) **Outdoor play shall be limited to the hours between 7 a.m. and 9 p.m.**

**Comment:** A note limiting outdoor play hours should be provided on the DSP.

- c. The application is subject to the requirements of Section 27-475.06.01 of the Zoning Ordinance, which governs private schools in industrial zones. The following standard applies:

**Section 27-475.06.01(a)(1)**

- (A) **An outdoor playground or activity area shall be provided. It shall contain at least one hundred (100) square feet of usable space per student, unless the private school is for special education students and the owner or applicant demonstrates that less usable space per student will be adequate. In no case shall the playground or activity area have less than twenty-five (25) square feet per student. The area shall be located at least twenty-five (25) feet from any dwelling on an adjoining lot and buffered from adjoining uses in accordance with the provisions of the Landscape Manual. The area shall be enclosed by a substantial wall or fence at least three (3) feet high for grades six (6) and below, and at least five (5) feet high for other grades, with the following exception:**

- (i) **A private school which has been in continuous operation since January 1, 1970, may satisfy these fencing requirements by providing another type of barrier that is subject to approval by the State Department of Human Resources.**

**Comment:** An open 37,617-square-foot play area for the private school is proposed. It is located in the southern portion of the site and is suitable for 370 private school students. A portion of the proposed fencing around this play area is along the southern property line, and little setback is provided. Staff believes this play area location at the property line is appropriate, as the property to the south is a wooded outparcel, Outparcel A of the Addison King Subdivision.



Additional play area for the private school is provided in the northwestern portion of the site. A playground for children ages 5–12 years is provided. The private school play area in this location should be separated from the area designated for the day care children, to the extent feasible, or play times should be coordinated to reduce conflicts within the play areas. The applicant indicates that the private school and day care center will observe different play times, and notes that an indoor gymnasium is also proposed for student use.

- d. The I-3 Zone contains the following additional regulations:

**Section 27-471(f). Regulations.**

- (1) **Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-3 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

**Comment:** Additional regulations referenced above have been reviewed as applicable and are discussed in this report.

- (2) **Not more than twenty-five (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an additional fifteen percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.**

**Applicant's Justification:** As part of this development proposal, the applicant proposes a campus-like scheme with a careful mix of uses, which services its existing community. In that regard, a private school and day care center are proposed to augment the existing church facility. Within that campus-like scheme, the applicant intends that its main entrance be oriented towards Lottsford Road, south of Ruby Lockhart Boulevard in order to facilitate access to its proposed private school and day care center uses. From a functional standpoint, during the week, visitors to the applicant's campus will primarily be accessing its private school and day care center uses, as the existing church is not operational during the week, except on Wednesday evenings. In that regard, not more than 25 percent of any parking lot will be located within the yard containing its main entrance.

**Comment:** If the Planning Board adopts the above justification as a finding, the application will comply with Section 27-471(f)(2).

- (3) **No loading docks shall be permitted on any side of a building facing a street except where the lot is bounded by three (3) or more streets.**

**Comment:** No loading docks are proposed on the site. The two provided loading spaces are not proposed on the side of the buildings that face a street.

**Section 27-471(h). Required access.**

- (1) Each Planned Industrial/Employment Park (including each property in separate ownership) shall have frontage on, and direct vehicular access to, a street having a right-of-way width of at least seventy (70) feet.**

**Comment:** The subject site has frontage on and direct vehicular access to Ruby Lockhart Boulevard, which has a 70-foot-wide right-of-way.

**Section 27-471(i). Minimum area for the development.**

- (i) Minimum area for the development.**
  - (1) The minimum area for the development of any Planned Industrial/Employment Park shall be twenty-five (25) gross acres.**
  - (2) If the area is less than twenty-five (25) acres but not less than fifteen (15) acres, the property may be classified in the I-3 Zone when the property adjoins property in the C-O Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.**
  - (3) If the area is less than twenty-five (25) acres, the property may be classified in the I-3 Zone when the property adjoins property in the I-3 or E-I-A Zone, provided that the area of the combined properties is at least twenty-five (25) gross acres.**
  - (4) If the area is less than twenty-five (25) acres, and the land was classified in the I-3 Zone prior to October 31, 1977, or upon approval of a Sectional Map Amendment, it may be developed in accordance with this Part, provided the owner of record does not own abutting undeveloped land in the I-3, E-I-A, or C-O Zone that could be used to comply with the provisions of paragraph (1), (2), or (3), above.**

**Comment:** The subject site is 15.28 acres and is located in the I-3 Zone. The site is a portion of a larger 111.12-acre property that was rezoned to the I-3 Zone pursuant to A-9604-C in 1988. The church property was therefore legally placed in the I-3 Zone in accordance with this section. A large portion of the I-3-zoned property has since been rezoned to the M-X-T Zone pursuant to the approval of Zoning Map Amendment A-10020.

- e. The subject application includes a signage proposal. Signs for institutional uses are governed by Section 27-617 of the Zoning Ordinance, as follows:

**Section 27-617. Institutional—Other than Temporary.**

- (a) In any zone (except Comprehensive Design and Mixed Use Zones) where a church; library; school; hospital; fire station; community center; day care center for children; service, fraternal, or civic organizations; or other similar institution is allowed, a sign may be erected. Institutional signs shall meet the following design standards:**

- (1) **Maximum area for each sign - 48 square feet.**
- (2) **Maximum height - 8 feet above finished grade at base of sign.**
- (3) **Minimum setback - 15 feet from adjoining land in any Residential Zone (or land proposed to be used for residential purposes in a Comprehensive Design, Mixed Use, or Planned Community Zone).**
- (4) **Type allowed - freestanding or attached to a building.**
- (5) **Maximum number - 1 per street the property fronts on (must face street frontage).**

**Comment:** The property fronts two streets and is proposed to contain three institutional uses (a church, a day care, and a school). Multiple institutional signs are permitted; however, the maximum sign area permitted is 48 square feet. The application includes two ground-mounted signs, one of which is a 62-square-foot ground-mounted sign that requires a DSDS. For additional discussion of the departure request, see Finding 9.

- f. The I-3 Zone contains the following additional pertinent regulation regarding building-mounted signs:

**Section 27-613. Signs Attached to a building or canopy.**

- (b) **Height.**

- (2) **In the I-3 Zone the sign shall not extend above the lowest point of the roof of the building to which it is attached.**

**Comment:** The architectural elevations depict the appearance and location of one building-mounted sign that is proposed on the new family life center. The building-mounted sign does not extend above the lowest point of the roof.

- 8. **Departure from Parking and Loading Standards DPLS-396:** Section 27-568 of the Zoning Ordinance stipulates the minimum number of required off-street parking spaces for each type of use. The application indicates a deficit of 95 parking spaces.

The provisions of Section 27-588(b)(7) require that the Planning Board make the following findings in order to approve the DPLS application:

- (7) **Required findings.**

- (A) **In order for the Planning Board to grant the departure, it shall make the following findings:**

- (i) **The purposes of this Part (Section 27-550) will be served by the applicant's request;**

**Comment:** The purposes of Section 27-550 are as follows:

- (1) **To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) **To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) **To protect the residential character of residential areas; and**
- (4) **To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

**Applicant's Justification:** The purposes seek among other things to provide parking and loading areas sufficient to serve the needs of the use and to protect the residential character of the area. As required by the Zoning Ordinance, the proposed increases in student enrollment for the day care center and private school would require an additional 120 parking space to service both uses. On-site, a total of 351 parking spaces are currently available, of which 325 spaces are for the use of the church/nursery. As there is no additional room on the property to accommodate any additional parking spaces, the applicant is seeking a waiver of the parking space requirement to accommodate its proposed private school/day care center since they will not operate at the same time as the existing church. As noted above, the applicant's site plan shows a total of 351 parking spaces on-site. Of those available spaces, 325 spaces are required for the church/nursery. The hours of operation for the church services are Sundays at 8:00 a.m. and 10:45 a.m.; Sunday School is Sundays at 9:30 a.m.; and Prayer Meeting and Bible Study is Wednesdays at 7:00 p.m. (featuring small groups). During the week, the Academy is in session between the hours of 6:00 a.m. and 6:00 p.m. As the church and academy do not operate at the same time, the 325 parking spaces for the church are not being utilized. Therefore, the applicant maintains that there is more than sufficient parking available on-site. In support of its assertion that adequate parking is available on-site, the applicant conducted a parking study for one week on the property, October 22, 2012 through October 26, 2012. Specifically, the applicant observed the number of parking spaces being used during the peak traffic hours, 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. The results of the parking study are attached hereto as Exhibit A. The data from the parking study demonstrates that, on average, no more than 119 vehicles are parked on-site at any one of the peak hours. To that end, the applicant is requesting a waiver for 95 parking spaces.

**Comment:** The purposes of Section 27-550 of the Zoning Ordinance will be served by the applicant's request. As the church and private school with day care center will not operate at the same time, off-street parking sufficient to serve all of the uses will be provided.

- (ii) **The departure is the minimum necessary, given the specific circumstances of the request;**

**Comment:** The departure is the minimum necessary. The parking regulations require 121 parking spaces for the day care (250 students) and private school (445 students, 85 students above the 10th grade and 360 students below the 10th grade). The site plan indicates 351 existing spaces and, as there is no additional room on the property to accommodate additional spaces, the departure is the minimum necessary.

- (iii) **The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

**Applicant's Justification:** The departure is necessary in order to alleviate circumstances, which are special to the subject use, given its nature at this location. The subject site was carved out of a larger piece of property consisting of 109.46 acres and established as a church and nursery. In an effort to respond to the growing shortage of quality child care in the area, the church, as part of its ministry, has responded to that need. Strict compliance with the parking requirements would require that the church utilize its landscaping and environmentally-sensitive areas to accommodate additional spaces. Such a solution would impair the overall residential character of the neighborhood.

**Comment:** The departure is also necessary to alleviate circumstances that are intrinsic to the existing and proposed uses, which will not operate at the same time. The church aims to meet a need in the area by providing the proposed mix of uses.

- (iv) **All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

**Comment:** The applicant has applied the correct method for calculating the number of spaces required. No other parking standard can be applied in this case.

- (v) **Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.**

**Applicant's Justification:** The parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted. As noted above, the applicant's site plan shows 351 parking spaces on-site. Of those available spaces, 325 spaces are required for the church/nursery. However, since the church does not operate during the week when the Academy is in session (6:00 a.m. to 6:00 p.m.), the available 351 spaces for the church use are not being utilized. In support of its assertion that adequate parking is available on-site, the applicant conducted a parking study for one week on the property, October 22, 2012 through October 26, 2012. Specifically, the applicant observed the number of parking spaces being used during the peak traffic hours, 6:00 a.m. to 9:00 a.m.

and 3:00 p.m. to 6:00 p.m. The results of the parking study are attached hereto as Exhibit A. The data from the parking study demonstrates that, on average, no more than 119 vehicles are parked on-site at any one of the peak hours. To that end, the applicant is requesting a waiver for 95 parking spaces.

**Comment:** Since the subject site does not directly abut any existing residential uses, the parking and loading needs of residential areas will not be infringed upon.

**(B) In making its findings, the Planning Board shall give consideration to the following:**

- (i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;**

**Applicant's Justification:** As noted above, a total of 351 parking spaces are available on-site. Of that number, 325 spaces are not being utilized on a daily basis, given the hours of operation for the church. To that end, parking conditions within the general vicinity of the subject property will not be infringed upon.

**Comment:** No off-street parking spaces within 500 feet of the subject property are considered for the church's use.

- (ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

**Applicant's Justification:** The 2002 General Plan previously designated the subject property within the Developing Tier. The vision for the Developing Tier was to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment centers that are increasingly transit serviceable. The previously approved development plans for this site are consistent with the 2002 General Plan Development Pattern policies for the Developing Tier as the existing and proposed development of the site maintains a pattern of moderate-density development through the proposed use of a church, private school, and day care. The 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* (Largo-Lottsford Master Plan and SMA) classified the property in the I-3 Zone. The proposed developmental proposal for the property conforms to the land use recommendations of the approved master plan for alternative residential development by developing a nonresidential use, a church with a school and day care. Moreover, since the I-3 Zone allows a day care center and private school by detailed site plan approval, these uses are presumed to be compatible with the recommendations of the approved plans for the area.

**Comment:** The application conforms to the land use recommendations of the Largo-Lottsford Master Plan and SMA for a mix of residential, commercial (office and retail), park and open space, and institutional uses. Approval of the departure is not adverse to the land use recommendations in the area master plan.

- (iii) **The recommendations of a municipality (within which the property lies) regarding the departure; and**

**Comment:** The application does not lie within a municipality.

- (iv) **Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

**Comment:** Staff is not aware of any public parking facilities proposed in the Prince George's County Capital Improvement Program (CIP) within the general vicinity of the property.

- (C) **In making its findings, the Planning Board may give consideration to the following:**

- (i) **Public transportation available in the area;**

**Comment:** The applicant has indicated that The Bus, #28 Inglewood, operated by Prince George's County is available in the area.

- (ii) **Any alternative design solutions to off-street facilities which might yield additional spaces;**

**Applicant's Justification:** No desirable alternative design solution was found that would not require that more of the church's remaining landscaped areas be paved to accommodate additional spaces. Such a design solution would further detract from the residential character of the neighborhood.

**Comment:** One potential design solution would be to construct a parking garage to satisfy the parking requirement on-site; however, parking garages are costly and the provision of a garage is outside of the scope of improvements proposed by this applicant at this time. Staff does not believe a parking garage is necessary because adequate parking will exist to serve the proposed uses.

- (iii) **The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**

**Applicant's Justification:** The hours of operation for the church services are Sundays at 8:00 a.m. and 10:45 a.m.; Sunday School is Sundays at 9:30 a.m.; and Prayer Meeting and Bible Study is Wednesdays at 7:00 p.m. (featuring small groups). As the church use is not being operated simultaneously with the Academy, the 325 existing spaces reserved for the church go unused during the weekday. To that end, the applicant maintains that more than ample spaces are available on-site given the nature and hours of operation of the uses on the property.

**Comment:** No other businesses are within 500 feet of the subject property.

- (iv) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

**Comment:** This finding is not applicable to this site because the site is in the I-3 Zone and multifamily development is not proposed.

The five criteria for approving a DPLS have been met. Staff does not find that granting this departure is in any way at odds with the purposes of the Zoning Ordinance. The property is heavily utilized, and no additional parking on the site appears possible.

The site does not directly abut any residential areas, and so there appears to be little potential for the departure to have an impact upon residents of the area. Staff believes that the uses on the site represent a somewhat special circumstance. The applicant has submitted a study to indicate that peak usage of the church facility does not correspond to peak usage of the private school and day care uses, and that typical weekday parking utilization falls far short of the parking requirement. This study is credible, and has been confirmed with staff observations. The presence of a single bus route in the area would have no material impact on parking demand. Nonetheless, the applicant's justification provides sufficient evidence in support of the departure.

9. **Departure from Sign Design Standards DSDS-396:** The applicant's site plan shows one existing sign along Lottsford Road and one sign proposed for Ruby Lockhart Boulevard. The sign to be located along Ruby Lockhart Boulevard is within the sign design standards of the Zoning Ordinance and is not part of this DSDS request. The existing sign along Lottsford Road is being proposed to be slightly larger than the allowable sign area in the I-3 Zone for an institutional use. Specifically, the applicant is proposing a 62-square-foot digital sign, which is 14 square feet larger than is permitted by the sign design requirements in the zone.

(A) **Section 27-239.01(b)(9) of the Zoning Ordinance provides that in order for the Planning Board to grant the departure, it shall make the following findings:**

1. **The purposes of this Subtitle will be equally well or better served by the applicant's proposal.**

**Applicant's Justification:** The applicant's proposed sign is attractive and understated as it is only slightly larger than the allowable sign area for institutional uses. As designed, the applicant's proposed sign will not detract from the continuing regulation of unsightly and detrimental signs, which could depreciate the value of property and discourage quality development in the regional district. Further, the proposed sign seeks to adequately identify and safely locate the existing church and its related facilities. As a result, the applicant's proposal not only maintains quality development, but it prevents the proliferation of signs that could detract from the scenic quality of the landscape or the attractiveness of the development due to its layout, size, and quality of the proposed sign.

**Comment:** Staff concurs with the provided justification that the purposes of this Subtitle are equally well served by the applicant's proposal.



**2. The departure is the minimum necessary, given the specific circumstances of the request.**

**Applicant's Justification:** The requested departure will allow for the continuing of an existing church and nursery in the area and the integration of a private school and day care center on the applicant's property. As noted above, the subject site fronts on Lottsford Road, a master-planned arterial roadway with a right-of-way of 170 feet. With the addition of a private school and day care center to the site, a slightly larger sign is needed to protect and promote the health, safety, and welfare of the present and future inhabitants of the county because it would increase the visibility of the sign from the travel lanes along Lottsford Road, which would allow the church facilities to be safely identified. Given the extent of road frontage along Lottsford Road (approximately 771 feet), the departure is the minimum necessary for the proposed sign to be visible from the travel lanes of Lottsford Road.

**Comment:** The 14-square-foot departure is requested to provide a sign panel with the church's name and address above an existing digital message board. The 14 square feet is the minimum area needed to provide a name and address that can be visible from Lottsford Road. The digital board will be used to advertise activities within the church and school.

**3. The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949.**

**Applicant's Justification:** The applicant's property has varying grades of topography and environmental features unique to it. The on-site regulated environmental features include a wetland with its associated wetland buffer and a regulated stream and its associated buffer. In addition, portions of the applicant's property are significantly depressed below Lottsford Road for motorists travelling northeast towards Greenbelt Road (MD 193), which impedes a clear view of the site. Moreover, as a result of the existing median strip of varying widths (24 to 13 feet wide), which is highly planted with shade trees, ornamental trees, and base evergreen shrub plantings along Lottsford Road, directly in front of the applicant's property, a slightly larger sign is necessary in order to alleviate circumstances which are unique to the site. Better visibility to the applicant's existing and proposed development will ensure safer access by motorists, residents, and workers in the area.

**Comment:** Staff concurs with the statement above and adds that three institutional uses are proposed on the site. A digital board that advertises the variety of activities on the site is warranted. In addition, the church's name and address should be visible on the sign. This, coupled with frontage on an arterial roadway, creates a circumstance that is unique to the site.

**4. The departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.**

**Applicant's Justification:** The requested departure would not impair the visual, functional or environmental quality or integrity of the site, or of the surrounding neighborhood. The applicant's proposed sign is attractive and understated as it is only slightly larger than the allowable sign area for institutional uses. As designed, the

applicant's proposed sign will not detract from the continuing regulation of unsightly and detrimental signs, which could depreciate the value of property and discourage quality development in the regional district. Further, the proposed sign seeks to adequately identify and safely locate the existing church and its related facilities. As a result, the applicant's proposal not only maintains quality development, but it prevents the proliferation of signs that could detract from the scenic quality of the landscape or the attractiveness of the development due to its layout, size, and quality of the proposed sign.

In addition, the colors of the proposed sign will correspond with the façade for the existing church and related facilities, which will be consistent with the visual, functional or environmental quality or integrity of the site, or the surrounding neighborhood.

**Comment:** Staff concurs with the above statement. The sign is a brick monument-style sign that will not impair the visual quality or integrity of the site or of the surrounding neighborhood.

10. **Zoning Map Amendment A-9604-C:** Zoning Map Amendment A-9604 for the subject property was approved and the resolution was adopted by the Planning Board on October 1, 1987 (PGCPB Resolution No. 87-454). Subsequently, A-9604-C was approved by the District Council on April 11, 1988 (Zoning Ordinance No. 11-1988) with 11 conditions. The District Council carried forward many of the conditions of the Planning Board from Resolution No. 87-454. Zoning Ordinance No. 11-1988 contains the following conditions of approval which are applicable to this CSP and DSP:

1. **There shall be no grading or cutting of trees on the site prior to the approval of the Conceptual Site Plan, except on a selective basis by permission of the Prince George's County Planning Board, when necessary for forestry management of water and sewer lines.**

**Comment:** A CSP has been previously approved. The site has been developed in accordance with this condition.

2. **The Conceptual Site Plan shall include a tree stand delineation plan. Where possible, major stands of trees shall be preserved, especially along streams and where they serve as a buffer between the subject property and adjacent residentially zoned land.**

**Comment:** No modifications to existing tree stands or buffers are proposed. Major stands of trees will be preserved and a scenic road buffer will be retained along the site's Lottsford Road frontage, which will provide a visual buffer between the subject site and residentially-zoned lands to the east across Lottsford Road.

4. **Buildings located on lots that abut residentially zoned properties shall not exceed the height limit in that zone, unless a determination is made by the Planning Board that mitigating factors such as setbacks, topography and vegetation are sufficient to buffer the views from adjacent residential lands.**

**Comment:** The subject property does not abut residentially-zoned properties, and no buildings exceed the height limits of the I-3 Zone.

5. **To the extent possible, development shall be oriented inward with access from internal streets. Individual building sites shall minimize access to Campus Way, St. Joseph's Drive, and Lottsford Road, unless a determination is made that no safe, reasonable alternative is possible. Furthermore, direct access shall be prohibited from Landover Road. However, this shall not preclude a flyover ramp from Landover Road onto the property.**

**Comment:** The existing building is currently oriented towards Ruby Lockhart Boulevard. The site and existing building do not have access to Campus Way, St. Joseph's Drive, and Lottsford Road. This CSP and DSP do not propose any new access, and retains the site's existing access to Ruby Lockhart Boulevard.

6. **The zoning herein is further specifically conditioned upon a test for adequate public facilities, as follows:**
  - a. **A comprehensive traffic study shall be submitted for Planning Board review and approval with both the Conceptual Site Plan and Preliminary Plat of Subdivision application.**
  - b. **The traffic study shall include a staging plan that will identify what specific highway improvements are necessary for each stage of development. The traffic study and staging plan shall also address how the various development proposals and highway improvements in the Route 202 corridor (Beltway to Central Avenue) will be coordinated.**
  - c. **If Transportation Systems Management (TSM) techniques are necessary to assure adequate transportation capacity, the traffic study shall identify how TSM will be enforced, how it will be monitored, and the consequences if it is unsuccessful.**
  - d. **As part of its Conceptual Site Plan and Preliminary Plat of Subdivision approval, the Planning Board shall specifically find that existing public facilities and/or planned public facilities (to be constructed by the State, County or developer) are then adequate or will be adequate prior to any development being completed.**

**Comment:** In the prior review and approval processes associated with Conceptual Site Plan SP-96046 and Detailed Site Plan SP-98001, the existing church and related site development were found to be in conformance with the above-described transportation-related conditions. The site was rezoned in 1988. Since this rezoning, highway improvements in the Route 202 corridor (Capital Beltway (I-95/495) to Central Avenue (MD 214)) have been coordinated.

The proposed expansion has been reviewed for adequate transportation pursuant to Section 24-124 of the Subdivision Regulations, and specific transportation improvements are required. This evaluation was done at the time of preliminary plan. Staff also recommends the following findings in this report, as follows:

### Analysis of Traffic Impacts

The proposed application is to develop the property as an institutional development encompassing an expansion of church facilities by 87,607 square feet for a total of 169,326 square feet. The table below summarizes trip generation for each use for formulating the trip cap for the site:

4-10005, Woodstream Church	Use Quantity	Use Type	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Church (current and planned)	1,200	Seats	31	19	50	24	26	50
Private School (current)	222	Students	167	106	273	25	34	59
Private School (planned)	445	Students	312	199	511	47	63	110
Day Care (current)	124	Students	51	45	96	43	48	91
Day Care (planned)	250	Students	100	88	188	79	89	168
<b>Trips Generated by Proposal</b>			<b>443</b>	<b>306</b>	<b>749</b>	<b>150</b>	<b>178</b>	<b>328</b>
<b>Trips Allowed by Trip Cap – 4-10005 (church, school, and day care)</b>					<b>870</b>			<b>354</b>

The trip generation is estimated using trip rates from the *Trip Generation Manual* (Institute of Transportation Engineers), as described below:

- The trip generation for the uses indicates total trip generation. The traffic study incorporates pass-by and diverted trip rates to account for trips that are currently using the adjacent roadway and trips that would divert from other nearby roadways. The rates were determined by actually surveying the families of existing students at the school and day care. The same rates were used for school and day care students.
- While some of the new square footage is devoted to the church use, the sanctuary is not being expanded. Therefore, church trip generation is based on a 1,200-seat church facility, and this is not being changed with the expansion. For this reason, the Sunday peak hour is not under study.

The traffic generated by the proposal would impact the following intersections, interchanges, and links in the transportation system:

- MD 202 and Lottsford Road (signalized)
- Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive (unsignalized)
- Lottsford Road and Campus Way (signalized)

The subject property is located within Transportation Service Area 2, as defined in the *Plan Prince George's 2035 General Plan*. 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. 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 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.

In consideration of recent counts, approved development in the area, and the trip generation of the subject site, intersections within the study area are projected to operate as follows:

<b>TOTAL TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
MD 202 and Lottsford Road	1,731	1,810	F	F
Lottsford Road and Ruby Lockhart/Palmetto	+999*	+999*	--	--
Lottsford Road and Campus Way	1,553	1,765	E	F
*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.				

It is found that none of the critical intersections would operate acceptably under total traffic in either one or both peak hours. In response to the inadequacies, the applicant proposes the following:

**MD 202 and Lottsford Road**

In response to the inadequacy at this intersection, the applicant proffered the following mitigation improvements during the review of the preliminary plan:

- a. **On the southbound MD 202 approach, construct a third left-turn lane to eastbound Lottsford Road.**
- b. **Provide needed modifications to the median and the channelization island in the southeast quadrant of the intersection to receive the turning lanes.**

DPW&T and the Maryland State Highway Administration (SHA) reviewed this proposal, and neither agency opposed the mitigation recommendation. DPW&T did not oppose the mitigation given that SHA has jurisdiction for permitting modifications at this location. SHA concurred with the recommendation. The impact of the mitigation actions at this intersection is summarized as follows:

IMPACT OF MITIGATION				
Intersection	LOS and CLV (AM & PM)		CLV Difference (AM & PM)	
MD 202 and Lottsford Road				
Background Conditions	E/1696	E/1797		
Total Traffic Conditions	E/1731	E/1810	+35	+13
Total Traffic Conditions w/Mitigation	E/1676	E/1777	-55	-33

### **Lottsford Road and Ruby Lockhart/Palmetto**

At the Lottsford Road and Ruby Lockhart Boulevard/Palmetto Drive intersection, the following is recommended:

- (1) This intersection operates inadequately during both peak hours as an unsignalized intersection. 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. With a signal in place, it is estimated that the intersection would operate at LOS D in the AM peak hour with a CLV of 1,432; in the PM peak hour, it would operate at LOS B with a CLV of 1,079.
- (2) The applicant proposes to restripe the southbound approach to the intersection to provide a separate right-turn lane and a shared through/left-turn lane. In the event that the intersection does not yet justify signalization, the restriping will reduce delays at the intersection.

### **Lottsford Road and Campus Way**

In response to the inadequacy at this intersection, the traffic study recommends the following improvements:

- (1) On the southbound Campus Way approach, restripe/redesignate the second existing through lane to become a second left-turn lane onto eastbound Lottsford Road.

With this modification in place, it is estimated that the intersection would operate at LOS D in the AM peak hour with a CLV of 1,446; in the PM peak hour, it would operate at LOS D with a CLV of 1,371. It is advised that the condition be written to include any modifications to the median to accommodate the receiving lanes, as well as any needed signal modifications.

As a part of a finding of adequacy pursuant to Section 24-124 of the Subdivision Regulations, these recommendations were made conditions of the approved preliminary plan. They are enforceable at the time of permits pursuant to that preliminary plan area issued.

While a new study was not conducted for the current application, sufficient evidence is on the record that the uses proposed on this CSP and the accompanying applications have been duly and properly tested for their impacts on the local transportation system. It is therefore determined that a review of this evidence provides a sufficient basis to make the required findings and satisfy the zoning condition.

- e. **Each Detailed Site Plan shall include a status report identifying the amount of approved development and status of corresponding required highway improvements. To approve a Detailed Site Plan, the Planning Board shall find the Plan is in conformance with the approval staging requirements.**

**Comment:** Condition 6e of A-9604-C requires that each DSP include a status report identifying the amount of approved development and status of corresponding required highway improvements. In response to the above condition, the Transportation Planning Section has indicated that the submitted plan is acceptable from the standpoint of site access and on-site circulation. The proposal does not exceed the development cap for this property, which was established as a part of the preliminary plan. The church property, which is only a 15.28-acre portion of the 111.12-acre original area of rezoning, is required to provide the transportation improvements outlined in Finding 12.

As further background, since the approval of A-9604-C, which rezoned properties from the R-R Zone to the I-3 Zone, subsequent rezonings of this land area have occurred. Zoning Map Amendment A-10020 was filed for the property described as 46.2 acres of land in the I-3 Zone, located in the northwest quadrant of the intersection of Lottsford Road and Landover Road (MD 202), identified as 9700 Ruby Lockhart Boulevard and 9800 Old Landover Road, to rezone the property to the M-X-T Zone. Zoning Map Amendment A-9956-C was filed for property described as approximately 123.2 acres of land in the I-3 Zone, located 1,460 feet northwest of the intersection of Campus Way North and Lottsford Road, to rezone the property to the M-X-T Zone. Each of these subsequent rezoning approvals supersedes the requirements of A-9604-C for those land areas. Each of these areas has been the subject of preliminary plan approvals which require specific transportation improvements and triggers. Due to the limited land area still governed by A-9604-C, the relevance of Condition 6e is limited.

8. **A minimum 150-foot building setback shall be required where the property abuts land in a residential zone or comprehensive design zone planned for residential uses. In addition, development or use of the subject property shall be substantially buffered from such residential uses by maintaining existing vegetation, where appropriate, and by the use of other buffers and screening techniques, such as fences, walls, berms and landscaping. The purpose of this condition is to separate commercial and employment activities from adjacent residential areas, in order to protect the integrity of the adjacent planned low-density residential neighborhoods.**

**Comment:** The subject application complies with the above requirement. The church buildings do not abut land in a residential zone or comprehensive design zone planned for residential uses.

9. **All buildings, except single-family dwellings, shall be fully equipped with automatic fire suppression systems in accordance with National Fire Protection Association Standard 13 and all applicable County laws.**

**Comment:** A note to this effect should be placed on the plans.

10. **The District Council shall review for approval the Conceptual Site Plan, The Detailed Site Plan, and the preliminary plan of subdivision for the subject property.**

**Comment:** District Council review and approval is mandatory for the subject CSP and DSP. The Planning Board is the final decision maker in the review of a preliminary plan.

11. **Conceptual Site Plan SP-96046:** Conceptual Site Plan SP-96046 was approved and the resolution was adopted by the Planning Board on April 17, 1997 (PGCPB Resolution No. 97-90). The CSP for the subject property was approved by the District Council on November 24, 1997 with 12 conditions. The original area of the CSP approval was 110 acres. The subject 15-acre Woodstream Church property is the only area that is still governed by this CSP approval. All of the other areas have since been rezoned and have CSP approvals which supersede SP-96046. Staff recommends that CSP-96046-01 supersede the approval of SP-96046 for the subject site. The following conditions of approval are relevant at this time:

3. **Total development within the subject property shall be limited to a 17,000-square-foot church sanctuary plus 32,000 square feet of related auxiliary uses; or different uses generating no more than the number of peak hour trips (13 AM peak hour trips and 13 PM peak hour trips) generated by the above development. Further development beyond this limitation shall require a new or amended Conceptual Site Plan and a new finding of adequate transportation facilities in accordance with Zoning Ordinance No. 11-1988.**

**Comment:** The above trip cap is exceeded with the subject proposal, and this amended CSP has been submitted in accordance with this requirement. While the applicant has addressed the above requirement, staff does not recommend that this condition be carried forward as a condition of approval for CSP-96046-01 as it will in fact be completely superseded by new conditions on the subject of transportation adequacy.

4. **No scheduled events, except for pastoral counseling, may begin or conclude during the weekday non-holiday hours of 7:00 a.m. and 9:00 a.m., and during the weekday non-holiday hours of 4:30 p.m. and 6:30 p.m.**

**Comment:** The above condition relates to an obsolete finding of adequacy and is no longer necessary. A new finding of adequacy and relevant conditions were established with the approval of Preliminary Plan 4-10005.

5. **Because it is unlikely that the Tartan property can obtain direct full-movement access to either Campus Way or Lottsford Road along its frontage, a conceptual stub intersection shall be shown on Ruby Lockhart Way no closer than 250 feet from the centerline of Lottsford Road to provide potential access to Tartan's development. Nothing in this condition shall be construed as requiring the applicant to build or construct said access to the Tartan tract.**

**Comment:** The above condition is no longer relevant. The site that was previously known as the Tartan tract has access on Campus Way. Staff does not recommend that this condition be carried forward with this approval.

6. **The applicant may access Lottsford Road along the frontage of the proposed church site under the following conditions:**
- a. **The access must be approved by the Department of Public Works and Transportation.**



- b. **Its use must be limited to the church alone, unless otherwise allowed through review of a new or revised Conceptual Site Plan.**
- c. **Prior to the approval of a Detailed Site Plan, the applicant shall perform a traffic signal warrant study or any other type of study deemed necessary by the Department of Public Works and Transportation to ensure that the site access operates adequately and safely.**
- d. **This access shall be considered temporary, and shall be closed by the church at the time that the Master Plan industrial roadway connection to Lottsford Road is open for traffic, with the church to use the industrial roadway for access.**

**Comment:** Staff does not recommend that this condition be carried forward with this approval. The church property has access to Ruby Lockhart Boulevard, and direct access to Lottsford Road is not recommended.

- 7. **In the event that the applicant opts not to construct a direct access along the church property frontage to Lottsford Road, but instead utilizes the Master Plan industrial roadway alignment to construct a site access opposite the proposed bonded site entrance to Woodview Village West, the provisions of Condition 5 above shall not apply.**

**Comment:** Staff does not recommend that this condition be carried forward with this approval. It is no longer necessary.

- 8. **At time of Detailed Site Plan, adequate noise reduction measures shall be required for habitable structures located within the prescribed noise corridor in order to achieve compliance with State Acceptable Noise Standards of 65 dBA exterior and 45 dBA interior.**

**Comment:** No habitable structures are proposed or envisioned on the church property.

- 9. **Prior to submission of the Detailed Site Plan, the Forest Stand Delineation shall be amended to include an Inventory of Significant Visual Features of the site along Lottsford Road in accordance with requirements for designated scenic/historic roads.**

**Comment:** This condition was previously addressed and is no longer relevant. Staff does not recommend that it be carried forward as a condition of approval.

- 10. **Roadway improvements on Lottsford Road shall take into consideration the *Design Guidelines and Standards for Scenic and Historic Roads*. Prior to Detailed Site Plan submittal, the applicant shall coordinate a meeting with the Department of Public Works and Transportation and the M-NCPPC to determine necessary roadway improvements and appropriate landscape treatment. Consideration shall be given to specific enhancement techniques which may include the re-creation of typical landscape features appropriate for a designated scenic/historic road.**

**Comment:** Prior to approval of SP-98001, a meeting was held with DPW&T, Natural Resources Division, and the applicants. It was agreed that the treatment of Lottsford Road would be in accordance with CSP Condition 11c.

Lottsford Road is now a designated scenic and historic road. The landscape treatment along the roadway is required to conform to the requirements of Section 4.6, Buffering Development from Streets, of the 2010 *Prince George's County Landscape Manual*. The above condition has been addressed and is no longer necessary.

**11. At the time of Detailed Site Plan, special attention shall be given, but shall not be limited to the following:**

- a. The provision of high-quality signature style architecture, appropriate for a County landmark site. The submitted architectural elevations shall indicate that the building has been designed in the round, with equal attention given to the design and fenestration of all façades.**

**Comment:** The applicant has submitted architecture which has been designed as a high-quality signature-style building which will be appropriate for a county landmark. The building has also been designed in the round, with equal attention given to all façades.

The main material used on the exterior walls will be brick which will complement the existing church and the residential developments within the vicinity. Different colored split-faced and ground-faced CMU will be used for accent banding and to create different patterns and textures.

- b. The views of the site from Lottsford, Landover and St. Joseph's Road shall be carefully considered. Attractive screening of views of parking and service areas shall be strictly enforced.**

**Comment:** The DSP has been developed in accordance with this section. Staff notes that the church's property does not have frontage or visibility from St. Joseph's Drive, so this part of the condition is not necessary. The original CSP boundary did include frontage on St. Joseph's Drive. Staff recommends that this condition be brought forward with modifications.

- c. A sidewalk shall be provided along the entire frontage of Lottsford Road designed using the same materials and construction details as the sidewalk proposed on the opposite side of Lottsford Road along the Woodview Village frontage. The frontage shall also include extensive landscape planting.**

**Comment:** The sidewalk along the site's frontage has been constructed and includes a decorative treatment that is consistent with the frontage along the opposite side of Lottsford Road. A scenic and historic landscape buffer is provided. This condition is no longer necessary.

**12. The location of all structures shall be in accordance with the Illustrative Site Plan.**

**Comment:** The previous DSP was developed in accordance with the approved CSP. A revised CSP is proposed, which shows the locations of the proposed structures.

12. **Preliminary Plan of Subdivision 4-10005:** The site is the subject of the approved Preliminary Plan of Subdivision 4-10005 and the resolution was adopted by the Planning Board on July 28, 2011 (PGCPB Resolution No. 11-72). The preliminary plan is valid until December 31, 2015. The resolution of approval (PGCPB Resolution No. 11-72) contains 14 conditions. The following conditions in **bold** relate to the review of this application:

4. **At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area (PMA), except for any approved impacts, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:**

**“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation 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.”**

**Comment:** The CSP and DSP show the primary management area easement as reflected on the approved preliminary plan. This condition remains in effect and will be addressed at the time of final plat.

6. **Prior to final plat, revisions to the approved Conceptual Site Plan SP-96046 and Detailed Site Plan SP-98001 shall be approved by the Planning Board.**

**Comment:** The applicant has submitted revisions to SP-96046 and SP-98001 for the subject property to meet the requirement of Condition 6 of PGCPB Resolution No. 11-72.

7. **Any residential development of the subject property shall require approval of a new preliminary plan of subdivision prior to the approval of any building permits.**

**Comment:** The CSP and DSP propose 87,607 square feet of building additions to the existing private school and church for the development office, multipurpose building, and expanded day care. No residential development is being proposed with this DSP; therefore, a new preliminary plan is not required.

8. **At the time of final plat, the applicant shall grant a ten-foot public utility easement (PUE) along the public right-of-way as delineated on the approved preliminary plan of subdivision.**

**Comment:** The CSP and DSP show a ten-foot-wide public utility easement (PUE) along Lottsford Road and Ruby Lockhart Boulevard. The CSP and DSP show an existing sign and stormwater outfall within the PUE. The CSP and DSP should be revised to show the PUE free and clear of any proposed structures.

9. **Total development of the overall site shall be limited to uses that would generate no more than 870 AM and 354 PM total peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

**Comment:** The 87,607-square-foot addition is consistent with the additional development proposed at the time of preliminary plan approval. The subject proposal conforms to this trip cap.

- 10. Prior to the issuance of any building permits within the subject property, except for the proposed pavilion, the following road improvements at Landover Road (MD 202) and Lottsford Road shall (1) have full financial assurances, (2) have been permitted for construction through the operating agency's access permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency:**

  - a. On the southbound Landover Road (MD 202) approach, construct a third left-turn lane to eastbound Lottsford Road.**
  - b. Provide needed modifications to the median and the channelization island in the southeast quadrant of the intersection to receive the turning lanes, and provide any required signal timing modifications.**
- 11. At the time of building permit, except for the proposed pavilion, the applicant shall submit an acceptable traffic signal warrant study to DPW&T for signalization at the intersection of Lottsford Road and Ruby Lockhart Boulevard/Palmetto 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 the operating agency. If a signal or other traffic control improvements are deemed warranted at that time, the applicant shall bond those improvements with DPW&T prior to the release of any building permits. The bonding shall include the following physical improvements:**

  - a. On the southbound Ruby Lockhart Boulevard approach, restripe the southbound approach to the intersection to provide a separate right-turn lane and a shared through/left-turn lane.**
  - b. On the northbound Palmetto Drive approach, if signalization is deemed warranted by DPW&T for installation by this applicant, and if approved by DPW&T and/or the owners of Palmetto Drive, restripe Palmetto Drive approaching Lottsford Road to provide a separate right-turn lane and a shared through/left-turn lane.**
- 12. Prior to the issuance of any building permits within the subject property, except for the proposed pavilion, the following road improvements at Lottsford Road and Campus Way shall (1) have full financial assurances, (2) have been permitted for construction through the operating agency's access permit process, and (3) have an agreed-upon timetable for construction with the appropriate operating agency:**

  - a. On the southbound Campus Way approach, restripe/redesignate the second existing through lane to become a second left-turn lane onto eastbound Lottsford Road.**
  - b. Provide needed modifications to receive the turning lanes, and provide any required signal timing modifications.**

**Comment:** The above conditions remain in effect and should be addressed prior to approval of building permits by The Maryland-National Capital Park and Planning Commission (M-NCPPC).

**13. The final plat shall reflect that direct vehicular access to Lottsford Road is denied.**

**Comment:** The DSP and CSP do not show any direct vehicular access to Lottsford Road. Condition 13 should be added as a general note on the DSP.

**14. An automatic fire suppressing system shall be provided in all new buildings proposed on property unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.**

**Comment:** Condition 14 should be added as a general note on the DSP.

13. **Detailed Site Plan SP-98001 and its revision:** Detailed Site Plan SP-98001 was approved by the Planning Board on April 2, 1998 for the construction of the existing church. An -01 revision to the DSP was approved on September 12, 2012 by the Development Review Division (M-NCPPC) as designee of the Planning Director for the purpose of adding an outdoor pavilion and rain garden. The following conditions of SP-98001 are relevant to the subject proposal.

**6. All buildings shall be fully equipped with automatic fire suppression systems in accordance with National Fire Protection Association Standard 13 and all applicable County laws.**

**Comment:** This item should be addressed as a general note.

**7. Prior to certification, the District Council shall review for approval the Detailed Site Plan for the subject property.**

**Comment:** District Council review is mandatory for the subject DSP.

14. **2010 Prince George's County Landscape Manual:** The proposal for the construction of a new family life center and building additions is subject to Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.4, Screening Requirements; Section 4.6(c)(2), Buffering Development from Special Roadways; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The following additional information is provided:

- a. **Section 4.2**—Requirements for Landscaped Strips along Streets specifies that, for all nonresidential uses in any zone and for all parking lots, a landscaped strip shall be provided on the property abutting all public and private streets. The site plan shows the required Section 4.2 landscaped strip along the site's frontage on Ruby Lockhart Boulevard.
- b. **Section 4.3**— As the site was previously the subject of a DSP approved before December 13, 2010, pursuant to Council Bill CB-17-2013, parking lot interior planting requirements contained in the Landscape Manual do not apply. In accordance with CB-17-2013, the applicant has calculated the interior green requirement as five percent of the limit of disturbance shown on the site plan. The DSP meets this requirement.

- c. **Section 4.4**—Screening Requirements require that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets. The locations of dumpsters should be labeled on the DSP and shown to be screened in accordance with this section. If dumpster enclosures are proposed, a detail of an attractive durable enclosure should be provided prior to certificate of approval of the DSP.
- d. **Section 4.6**— Lottsford Road is categorized as a scenic and historic arterial road, and is within the geography previously designated as the Developing Tier and reflected on Attachment H(5) of the *Plan Prince George's 2035 General Plan* as found in PGCPB Resolution No. 14-10 (see County Council Resolution CR-26-2014, Revision No. 31); therefore, a 20-foot-wide landscape buffer to be planted with a minimum 80 plant units per 100 linear feet of frontage, excluding driveway openings, is required in accordance with Section 4.6(c)(2), Buffering Development from Special Roadways. The existing landscaped strip along Lottsford Road will be improved in accordance with this section.

The original DSP delineated a 35-foot-wide landscape buffer adjacent to Lottsford Road. This buffer continues to exist. The CSP and DSP should note the retention of this 35-foot-wide landscaped buffer, which should be planted in accordance with Section 4.6 of the Landscape Manual.

- e. **Section 4.7**—The site is subject to Section 4.7, Buffering Incompatible Uses. A goal of Section 4.7 is to provide a comprehensive, consistent, and flexible landscape buffering system that provides transitions between moderately incompatible uses.

The DSP should be revised to provide notes or Section 4.7 schedules indicating that no bufferyard is required along the property lines shared with King Property, which is a vacant M-X-T-zoned property with a CSP and preliminary plan approved for office and commercial development on the parcel adjacent to the church property. Medium-impact church and school uses are not considered to be incompatible with medium-impact professional office and commercial uses. Further, the developing property is not required to provide a buffer from undeveloped commercial lots or parcels.

- f. **Section 4.9**—Section 4.9, Sustainable Landscaping Requirements, requires a percentage of plants within each plant type, including shade trees, ornamental trees, evergreen trees and shrubs, to be native species or the cultivars of native species. The subject application indicates conformance with the requirements of Section 4.9.

15. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property has previously approved tree conservation plans. A Type 1 Tree Conservation Plan (TCP1-005-97-01) was included with the CSP approval, and a revision to the Type 1 Tree Conservation Plan (TCP1-005-97-02) was approved with Preliminary Plan 4-10005. A revision to previously approved TCP2-015-98 was submitted with the current DSP application and has been reviewed as the -03 revision to the plan.

The project is subject to the environmental regulations that came into effect on September 1, 2010 because Preliminary Plan 4-10005 was subject to the regulations.

The woodland conservation threshold for this property is 15 percent of the net tract area. The total woodland conservation requirement, based on the amount of clearing proposed, is 3.35 acres. This requirement is proposed to be satisfied with on-site preservation, reforestation, and 0.30 acre of fee-in-lieu.

The plan requires some technical changes to be in conformance with the WCO, as described in the Recommendations section of this report. If minor revisions to the woodland conservation requirement are necessary to address other required plan revisions, the amount of fee-in-lieu acreage may change. It is recommended that fee-in-lieu be approved up to an acre. The note should be revised as necessary to reflect the final fee-in-lieu amount.

The proposed noise fence and associated detail, as shown on the DSP, in accordance with the Phoenix Noise and Vibration, LLC report dated November 7, 2013, must be shown on the TCP. All woodland conservation must be removed from within the fenced play area. The play area must be labeled as such.

16. **Tree Canopy Coverage Ordinance:** The Tree Canopy Coverage Ordinance came into effect on September 1, 2010. All activities that require a grading permit after September 1, 2010 must provide the tree canopy coverage (TCC) percentages required by Section 25-128 of the Prince George's County Code. A TCC schedule has been provided on the landscape plan that demonstrates the site's conformance with the requirement. The site provides 28 percent, or 4.34 acres, of tree canopy with existing and proposed trees, and woodland conservation. The required tree canopy for this site is ten percent.
17. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
  - a. **Community Planning Division**—The Community Planning Division provided an analysis of the submission.
    - (1) In a memorandum dated March 7, 2013, the Community Planning Division stated that no master plan issues were identified regarding the new uses proposed on the CSP.
    - (2) In a memorandum dated February 10, 2014, the Community Planning Division provided the following comments for the DSP:
      - The application conforms to the land use recommendations of the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* for a mix of residential, commercial (office and retail), park and open space, and institutional uses.
      - The applicant should add a new note to the DSP notes indicating that the school and day care center will not operate on the same date or at the same time as the church.
      - The applicant is urged to work closely with the DPW&T and the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) to ensure that the pedestrian crossing shown on the DSP as serving the play areas are clearly marked and signed. Consideration should be given to incorporating a combined pedestrian

crossing/speed hump and/or differently textured pavement for the pedestrian crossing. Speed bumps and mounted or pavement-painted stop signs to slow approaching vehicular traffic should also be considered as additional pedestrian safety/traffic calming measures.

b. **Environmental Planning Section**—In two memoranda dated May 9, 2014, the Environmental Planning Section provided the following comments:

- (1) The project is subject to the environmental regulations of Subtitles 25 and 27 of the County Code that came into effect on September 1, 2010 because approved Preliminary Plan 4-10005 was subject to the regulations.
- (2) Site Description: This 15.28-acre site is located on Ruby Lockhart Boulevard, west of its intersection with Lottsford Road. The site has frontage on Lottsford Road, a master-planned arterial roadway, and is in close proximity to Landover Road (MD 202), a master planned expressway. Both roadways are regulated for traffic-generated noise when residential or day care type uses are proposed. A review of the available information indicates that streams and non-tidal wetlands are found to occur on the property. The predominant soils found to occur, according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey, are in the Collington soil series. According to available information, Marlboro clay does not occur on or in the vicinity of this site. According to the Sensitive Species Project Review Area (SSPRA) map received from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on or near this property. Lottsford Road is a designated scenic road in the vicinity of the subject site (from MD 202 to Greenbelt Road (MD 193)). The property is located in the Southwest Branch watershed in the Patuxent River basin. This site is not within the designated network of the 2005 *Approved Countywide Green Infrastructure Plan*.
- (3) An approved natural resources inventory (NRI) was submitted with the application, NRI/009/10, which was approved on August 25, 2010. The regulated features shown on the site plans and the tree conservation plans are consistent with the NRI.
- (4) The site has frontage along Lottsford Road, a master-planned arterial roadway, and is in close proximity to Landover Road (MD 202), a master-planned expressway; both roadways generate noise levels above 65 dBA Ldn. The proposal includes the continued use of an existing church with 1,200 seats and a nursery for 100 children, and proposes the addition of a private school for 445 students and a day care center for 250 children.

Because the day care use will involve areas for children to nap, projects that propose day care uses are evaluated to ensure that they provide interior noise levels of 45 dBA Ldn. The outdoor play area in the southern portion of the site is shown in an area with potential noise impacts. The noise levels for outdoor play areas should be 65 dBA Ldn or less.



The DSP package included a report prepared by Phoenix Noise & Vibration dated November 7, 2013. This report calculated the location of the on-site unmitigated 65 dBA Leq noise contour. The average daytime noise level (Leq) was used instead of the standard 24-hour average (Ldn) because of the proposed daytime use of a school and day care. The report concluded that a six-foot-tall noise barrier located along the portion of the proposed play area located along Lottsford Road would be sufficient to mitigate that portion of the play area.

The proposed noise fence has been shown on the DSP, and is acceptable for noise mitigation. The TCP should be revised to show the noise barrier.

- (5) An approved Stormwater Management Concept Plan (26582-2009-00) was submitted which shows a site design that matches the associated plans. The concept plan shows the use of an existing on-site pond as well as a rain garden on the northern portion of the property.
- (6) Lottsford Road is a designated scenic road in the vicinity of the subject site. Any improvements within the right-of-way of a historic road are subject to approval by DPW&T according to the 1994 *Prince George's County Design Guidelines and Standards for Scenic and Historic Roads*. Roadway design criteria will be determined for the roadway by DPW&T with consideration for any scenic or historic features of the site which may be identified. The Lottsford Road frontage of this property will be required to comply with requirements of the Landscape Manual, Section 4.6, for buffering development from special roadways.

- c. **Subdivision Review Section**—In a memorandum dated April 29, 2013, the Subdivision Review Section evaluated the subject site for conformance with the requirements of Preliminary Plan 4-10005. The subject property is located on Tax Map 60 in Grid E-3, within the Planned Industrial/Employment (I-3) Zone for 15.28 acres. The site is currently improved with an 81,719-square-foot church with a private school and day care. The applicant is submitting a revised CSP and DSP for the subject property for an 87,607-square-foot addition to the existing building for development of offices, a community center, and a day care.

Conceptual Site Plan CSP-96046-01 and DSP-98001-02 are in substantial conformance with approved Preliminary Plan 4-10005 if the case is approved with the recommended conditions.

- d. **Transportation Planning Section**—In a memorandum dated June 23, 2014, the Transportation Planning Section provided a review of the CSP and DSP along with the companion DPLS. From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for CSPs and DSPs as described in Sections 27-276 and 27-285 of the Zoning Ordinance, in combination with their accompanying departures. In particular, the requirement under A-9604-C that adequate transportation facilities be reviewed with the CSP is adequately satisfied by noting that the uses proposed on this CSP and the accompanying applications have been duly and properly tested for their impacts on the local transportation system at the time of preliminary plan, as noted in the findings contained in the body of this report.
- e. **Trails**—In a memorandum dated June 19, 2014, on DSP review for master plan trail compliance, the trails planner provided a review of the applicable elements of the

2009 *Approved Countywide Master Plan of Transportation* (MPOT) and concluded that adequate bicycle and pedestrian transportation facilities will exist to serve the proposed use if the application is approved with the following modifications:

- (1) Extend the sidewalk along the western access road from the proposed community family life center to the existing sidewalk along Ruby Lockhart Boulevard, unless modified by DPW&T.
- (2) Provide a bicycle rack accommodating a minimum of 25 bicycles at a location convenient to the building entrance for the community family life center.
- (3) Provide a marked crosswalk (or other suitable pavement treatment) between the existing church and the planned community family life center at the locations of the two proposed covered walkways.

**Comment:** The above recommendations have been addressed through plan revisions. The total number of bicycle parking spaces should be provided as a note in the parking schedule.

- f. **Permit Review Section**—In a memorandum dated February 25, 2013, the Permit Review Section provided comments on the plan submission, which have been addressed through revisions.
- g. **Historic Preservation Section**—In a memorandum dated February 5, 2013, the staff archeologist stated that a Phase I archeological survey is not recommended on the subject property located at 9800 Lottsford Road in Mitchellville, Maryland. The application proposes a family life center and building additions to the existing church to add a private school and a day care. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. This proposal will not impact any historic sites, historic resources, documented properties, or known archeological sites.
- h. **Prince George's County Department of Public Works and Transportation (DPW&T)**—In a memorandum dated March 13, 2013, DPW&T provided comments on sidewalks, street trees and street lighting, utilities, and stormwater management concept approval. DPW&T has no objection to the approval of the departure from the number of parking and loading spaces required. The site plan is consistent with the approved stormwater management concept plan.
- i. **Prince George's County Health Department**—In a memorandum dated March 1, 2013, the Health Department indicated that they had completed a health impact assessment review of the CSP and DSP submissions for Woodstream Church, and has the following comments/recommendations:
  - (1) There is an increasing body of scientific research suggesting that artificial light pollution can have lasting adverse impacts on human health. Indicate that all proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light.

**Comment:** This item should be addressed as a note on the plan.

- (2) The site is located approximately 100 feet from an expressway and adjacent to a planned arterial roadway, where high traffic volumes can be expected; and therefore subject to the potential adverse health impacts associated with traffic-related noise. Published scientific reports have found that road traffic, considered a chronic environmental stressor, could impair cognitive development in children, such as reading comprehension, speech intelligibility, memory, motivation, attention, problem-solving, and performance on standardized tests. Noise can also be detrimental to health with respect to hearing impairment, sleep disturbance, cardiovascular effects, psycho-physiologic effects, psychiatric symptoms, and fetal development. The plans provided to the Health Department for review did NOT include the modeled noise contours referred to in the statement of justification. The applicant should consider modifications, adaptations, and/or mitigation to be provided as necessary to minimize the potential adverse health impacts of noise on the susceptible population.

**Comment:** Any adverse noise impacts are limited and have been addressed as discussed in the Environmental Planning Section analysis.

- (3) The site is located approximately 100 feet from an expressway and adjacent to a planned arterial roadway, where high traffic volumes can be expected; and therefore subject to the potential adverse health impacts associated with traffic-related air pollutants. There is an emerging body of scientific evidence indicating that exposure to traffic-related air pollution is a cause of and trigger for asthma; and that living, working, or going to school near a busy roadway or freeway increases the severity of asthma symptoms, especially in children. The applicant should consider modifications, adaptations, and/or mitigation as necessary to minimize the potential adverse health impacts of air pollutants on the susceptible population.

**Comment:** There are no zoning regulations that are able to adequately address this concern related to air pollutants.

- (4) During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

**Comment:** A note to this effect should be placed on the plan.

- (5) During the construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

**Comment:** A note to this effect should be placed on the plan.

- j. **Washington Suburban Sanitary Commission (WSSC)**—In an email attachment dated February 20, 2013, WSSC provided comments on issues related to water and sewer, site utilities, rights-of-way, the environment, and the hydraulics of the proposed redevelopment. WSSC's requirements will be enforced at the time of permit review. The

design should maintain a 15-foot clearance between the fire hydrant and the building. The fire hydrant will need to be relocated. A new meter vault will be required to serve multiple buildings on-site. The DSP should show the vault and the WSSC easement.

- k. **Prince George's County Police Department**—In a memorandum dated February 25, 2013, the Police Department reviewed the site plan for conformance with the design guidelines of CPTED (crime prevention through environmental design) and concluded that there are no CPTED-related issues with this DSP.
- l. **Maryland State Highway Administration (SHA)**—In an e-mail dated March 11, 2013, SHA provided comment on the proposal. A response dated May 4, 2011 for the preliminary plan from SHA, Access Management Division, mentioned that SHA concurs with the roadway improvements being proposed at the state-maintained Landover Road (MD 202) and Lottsford Road intersection and will not require the submission of any additional traffic analyses for this project currently proposed. However, seven sets of roadway improvement plans, traffic signal modification plans, and signing and pavement marking plans should be submitted to SHA's Access Management Division for review and comment.

**Comment:** No additional action by the Planning Board is required.

- 18. Based upon the foregoing analysis and as required by Section 27-285(b)(1) of the Zoning Ordinance, the subject detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. In addition, as required by Section 27-285(b)(4) of the Zoning Ordinance, staff recommends that the Planning Board find that the regulated environmental features on the site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5) of the Subdivision Regulations. This site contains regulated environmental features that are required to be protected under Section 27-285(b)(4) of the Zoning Ordinance. The on-site regulated environmental features include a wetland with its associated wetland buffer and a regulated stream and its associated 75-foot-wide buffer. As no new impacts are being proposed, the site complies with this requirement.
- 19. Based upon the foregoing analysis and as required by Section 27-276(b)(1) of the Zoning Ordinance, the subject conceptual site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9 of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. In addition, as required by Section 27-276(b)(4) of the Zoning Ordinance, staff recommends that the Planning Board find that the regulated environmental features on the site have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(5) of the Subdivision Regulations. This site contains regulated environmental features that are required to be protected under Section 27-276(b)(4) of the zoning code. The on-site regulated environmental features include a wetland with its associated wetland buffer and a regulated stream and its associated 75-foot-wide buffer. As no new impacts are being proposed, the site complies with this requirement.

## RECOMMENDATION FOR CONCEPTUAL SITE PLAN CSP-96046-01 AND TYPE 1 TREE CONSERVATION PLAN TCP1-005-97-02

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Conceptual Site Plan CSP-96046-01 and Type 1 Tree Conservation Plan TCP1-005-97-02 for Woodstream Church, subject to the following conditions:

1. Prior to certification of the conceptual site plan, the following revisions shall be made, or information shall be provided:
  - a. Delineate a 35-foot-wide landscape buffer along Lottsford Road.
  - b. Revise the project name and approval blocks to read “Woodstream Church.”
2. Prior to certification of the conceptual site plan, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
  - a. Revise the location of the label for the “open play area” on the plan so that the label is no longer shown over the proposed parking area.
  - b. Revise the legend to include the symbol for the proposed noise fence shown on the plan.
  - c. Remove the preliminary plan number from above the plan title.
  - d. Type the previous TCP approval information on the -01 line of the TCP approval block (Megan K. Reiser 11/1/2011) and add an additional column indicating the associated case number.
  - e. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
3. At the time of detailed site plan, special attention shall be given, but shall not be limited to the following:
  - a. The provision of high-quality “signature-style” architecture, appropriate for a county landmark site. The submitted architectural elevations shall indicate that the building has been designed “in the round,” with equal attention given to the design and fenestration of all façades.
  - b. The views of the site from Lottsford Road, Landover Road (MD 202), and Ruby Lockhart Boulevard shall be carefully considered. Attractive screening of views of parking and service areas shall be strictly enforced.
4. Total development of the overall site shall be limited to uses that would generate no more than 870 AM and 354 PM total peak-hour vehicle trips. Any development generating an impact greater than that identified hereinabove shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.

## RECOMMENDATION FOR DETAILED SITE PLAN DSP-98001-02 AND TYPE 2 TREE CONSERVATION PLAN TCP2-015-98-03

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-98001-02 and Type 2 Tree Conservation Plan TCP2-015-98-03 for Woodstream Church, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information shall be provided:
  - a. Add a general note to the DSP that lists the previous approvals and relevant resolutions of approval or zoning orders.
  - b. Add a note to the DSP to state that direct vehicular access to Lottsford Road is denied.
  - c. Add a note to the DSP to state that an automatic fire suppression system shall be provided in all new buildings proposed on the property unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.
  - d. Delineate a 35-foot-wide landscaped buffer along Lottsford Road.
  - e. Provide the church's tax-exempt identification number in a general note.
  - f. Identify the play areas that will be used for the day care and those that will be used for the private school on the site plan. The play areas for the day care shall not include obstructions or play equipment that is not suitable for small children.
  - g. Provide texture or color changes in the pavement areas that will be used for the primary pedestrian crossings for children.
  - h. Provide locations and details of signage that will be utilized along the western drive aisle to announce children crossing or children at play.
  - i. Provide a pedestrian connection between the east side of the church or school building and Lottsford Road, subject to modification by the Prince George's County Department of Public Works and Transportation (DPW&T).
  - j. Add a note to the DSP limiting the hours of the outdoor play areas. If the play areas are to be used after dark, then appropriate lighting shall be provided.
  - k. Reduce conflicts of proposed structures with the existing public utility easement to the extent required by the relevant utility companies.
  - l. Label all dumpster locations and provide screening in accordance with Section 4.4 of the 2010 *Prince George's County Landscape Manual*. Any proposed dumpster enclosures shall be approved by the Urban Design Section as designee of the Planning Board.
  - m. Provide Section 4.7 schedules or notes for each shared property line that indicate that no buffer is required.

- n. Add a note to state that the private school and day care will not operate at the same time as the church.
  - o. Add the number of bicycle parking spaces provided to the parking schedule.
  - p. Provide the following health impact related notes:
    - (1) All proposed exterior light fixtures will be shielded and positioned so as to minimize light trespass caused by spill light.
    - (2) The applicant will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
    - (3) The applicant will conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
  - q. Provide a 15-foot clearance between fire hydrants and the building, or as required by the Washington Suburban Sanitary Commission (WSSC).
  - r. Indicate the location of a new meter vault and show all of the proposed Washington Suburban Sanitary Commission (WSSC) easements.
  - s. Revise the project name and approval blocks to read "Woodstream Church."
2. Prior to certification of the detailed site plan, the Type 2 tree conservation plan shall be revised as follows:
- a. Revise the legend to include the symbol for the proposed chain-link fence that is shown on the plan.
  - b. Revise the location of the label for the "open play area" on the plan so that the label is no longer shown over the proposed parking area.
  - c. Revise the approval block to show an additional column indicating the associated case number.
  - d. Have the qualified professional who prepared the plan sign and date it and update the revision box with a summary of the revision.
3. A 35-foot-wide landscaped buffer along Lottsford Road shall be retained and shall be planted in accordance with the requirements of Section 4.6(c)(2), Buffering Development from Special Roadways, of the 2010 *Prince George's County Landscape Manual*.

RECOMMENDATION FOR DEPARTURE FROM PARKING AND LOADING STANDARDS  
DPLS-379

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Departure from Parking and Loading Standards DPLS-379 for Woodstream Church.

RECOMMENDATION FOR DEPARTURE FROM SIGN DESIGN STANDARDS DSDS-683

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Departure from Sign Design Standards DSDS-683 for Woodstream Church.