

R E S O L U T I O N

WHEREAS, Greater St. John Church is the owner of a 24.12-acre parcel of land known as Tax Map 100 in Grid D-2, and is also known as Lot 1, said property being in the 15th Election District of Prince George's County, Maryland, and being zoned Rural Residential (R-R) Zone; and

WHEREAS, on December 29, 2011, Greater St. John Church filed an application for approval of a Preliminary Plan of Subdivision; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-11027 for Greater Saint John Church, Daycare Center was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on May 10, 2012, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on May 10, 2012, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED the Type 1 Tree Conservation Plan (TCP1-068-02/01), and further APPROVED Preliminary Plan of Subdivision 4-11027, Greater Saint John Church, Daycare Center, with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the following technical corrections shall be made:
 - a. Add and label the noise contour as "65 dBA Ldn and unmitigated."
 - b. Revise General Note 1 to "Greater Saint John Church."
 - c. Revise General Note 5 from 1 lot to "1 parcel."
 - d. Revise General Note 12 to include the valid stormwater management concept number.
 - e. Remove the bike rack detail.
 - f. Remove General Notes 23 and 24.
 - g. Label the proposed sign to "existing sign."

- h. Label the site as Parcel 1.
 - i. Label the frontage along Pennsylvania as “Direct vehicular access to MD 4 is denied.”
 - j. Label the Public Utility Easement along Old Marlboro Pike (MD 725).
 - k. Label and show the dimensions of the ultimate right-of-way for Old Marlboro Pike. (MD 725)
 - l. Provide a note that the DSP shall delineate a scenic easement with an average width of 40 feet, free of public utility easements, adjacent to the ultimate right-of-way of Old Marlboro Pike (MD 725).
2. Prior to signature approval of the preliminary, the Type 1 Tree Conservation Plan shall be revised as follows:
 - a. Correct the Woodland Conservation Worksheet.
 - b. A legend shall include all graphic elements shown on the plan, and the labels shall match the standard names used in the Environmental Technical Manual “Tree save” shall be relabeled “woodland preserved.”
 - c. Woodland conservation areas on the site shall be labeled by woodland conservation methodology and size.
 - d. The existing tree limit on the site shall be confirmed to match the presumed limit of disturbance (LOD) shown on the approved TCP1. If the existing tree line varies, the limit of disturbance shall be revised on the plan, and all woodland conservation calculations shall be corrected as necessary.
 - e. All appropriate TCP1 notes required for a TCP1 shall be added to the plan.
 - f. The woodland conservation area shall not include the public utility easement along the frontage on Old Marlboro Pike (MD 725).
 - g. The line delineating the existing woodland shall be revised to be a more defined area instead of a conceptually scaled graphic.
 - h. The revised plan shall be signed by the qualified professional who prepared the plan.
 - i. Provide a note that the DSP shall delineate a scenic easement with an average width of 40 feet, free of public utility easements, adjacent to the ultimate right-of-way of Old Marlboro Pike (MD 725).

3. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-068-02/01). The following note shall be placed on the Final Plat of Subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-068-02/01), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

4. Prior to signature approval of the preliminary plan, the revised approved stormwater management concept plan and approval letter shall be submitted. The stormwater management design shall be consistent with the preliminary plan and TCPI.
5. Prior to the approval of the detailed site plan, a bike parking facility shall be provided on the site plan.
6. Prior to approval of the detailed site plan, the appropriate width and treatment of a scenic easement shall be provided to address: protection of significant visual features; preservation of existing woodlands; afforestation of the scenic easement; limiting of access points; and supplemental landscaping appropriate to conserve and enhance the viewshed of the historic road.
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.
8. At time of final plat, a scenic easement shall be established in accordance with the approved DSP adjacent to Old Marlboro Pike (MD 725), and a note shall be placed on the final plat as follows:

“Old Marlboro Pike is a county designated Historic Road and a state designated Scenic Byway. The scenic easement described on this plat is an area the installation of structures and roads and/or 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.”

9. 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.
10. Total development within the subject property shall be limited to equivalent development which generates no more than 36 AM, 35 PM, and 190 Sunday peak-hour vehicle trips. Any development generating a traffic 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.

11. The final plat shall reflect that direct vehicular access to Pennsylvania Avenue (MD 4) is denied.
12. 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.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. **Setting**—The property is located 8,000 feet west of the intersection of Old Marlboro Pike and Ritchie Marlboro Road.
3. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

| Zone Use(s) | EXISTING | APPROVED |
|------------------------------|-----------------------------------|---------------------------------------------------|
| | R-R Church (30,000 sq. ft.) | R-R Church/Day Care Center (30,000 sq. ft.) |
| Acreage | 24.12 | 24.12 |
| Lots | 1 | 0 |
| Outlots | 0 | 0 |
| Parcels | 0 | 1 |
| Dwelling Units | N/A | N/A |
| Public Safety Mitigation Fee | No | No |
| Variance | No | No |
| Variation | No | No |

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee (SDRC) on January 20, 2012.

4. **Community Planning**—The 2002 *Prince George's County Approved General Plan* designates the subject property within the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial centers, and employment centers that are increasingly transit serviceable. The preliminary plan is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier by

maintaining a pattern of moderate-density development through the existing use of a church and the proposed use of a day care center.

The 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* classified the property in the R-R Zone. The preliminary plan conforms to the land use recommendations of the approved master plan for institutional land use. The preliminary plan was referred to the Westphalia Sector Development Review Advisory Council for review and comments. As of the hearing, no response was received.

Approval of this application does not violate the General Plan's growth goals for the year 2025, upon review of the current Prince George's County General Plan Growth Policy Update.

5. **Urban Design**—The site is currently developed with a 30,000-square-foot church and is proposed with an accessory daycare center for 75 children.

2010 Prince George's County Landscape Manual

The proposal is to use a portion of the existing building to operate a day care center for children and is not subject to the requirements of the 2010 *Prince's George's County Landscape Manual* (the Landscape Manual), because the proposal does not involve a change of use from a lower to a higher intensity use category, an increase in impervious surface, or an increase in any building's gross floor area (GFA).

In the R-R Zone, the existing church is permitted. The proposed day care facility is permitted in the R-R Zone in accordance with Section 27-445.03. Detailed site plan approval is required for daycare centers, in accordance with Part 3, Division 9. In addition to the submittal requirements of Part 3, Division 9, the detailed site plan should show: the proposed enrollment; the location and use of all buildings located on adjoining lots; the location and size of outdoor play or activity areas; and the location, quantity, and type of screening and landscaping. The applicant has submitted the required Detailed Site Plan (DSP-10034) which is tentatively scheduled for public hearing before the Planning Board on June 7, 2012.

Section 27-445.03, Day Care Center for Children

An outdoor playground area will be required for the day care use. The Zoning Ordinance requires at least 75 square feet of play space per child for 50 percent of the licensed capacity, or 75 square feet per child for the total number of children to use the play area at one time, whichever is greater. The existing playground indicated on the preliminary plan of subdivision is 4,135 square feet. However, for 75 children, a minimum of 5,625 square feet of outdoor play area is required which will be evaluated and addressed further at the time of detailed site plan. The design of the outdoor play area for the day care use, including adequate sun shade during the warmer months, safety measures, and lighting, in accordance with Section 27-475.02 of the Zoning Ordinance, will be reviewed at the time of detailed site plan. The outdoor play area should be located as close as possible to the proposed day care facility and should also be properly protected from vehicles.

6. **Previous Approvals**—The site has an approved Preliminary Plan of Subdivision, 4-02115, and Special Exception, SE-3123.

Preliminary Plan and Detailed Site Plan

The property is the subject of a previously approved preliminary plan of subdivision. The Preliminary Plan of Subdivision 4-02115, was approved and the resolution adopted by the Prince George's County Planning Board on March 27, 2003 (PGCPB Resolution No. 03-39). The resolution contained ten conditions. The site was recorded in Plat Book REP 198-31 on December 4, 2003. Upon the approval, this preliminary supersedes Preliminary Plan of Subdivision 4-02115 for Lot 1 and a final plat is required for the proposed Parcel 1. Conditions of approval of Preliminary Plan of Subdivision 4-02115 (PGCPB Resolution No. 03-39) were brought forward with this preliminary plan as applicable.

The property has a previously approved special exception. Special Exception, SE-3123, Loyal Order of Moose, was approved and the resolution adopted by the Prince George's County Planning Board on January 18, 1990 (PGCPB Resolution No. 90-18) and subsequently approved by the District Council. The special exception was approved for the use of a private club. The site is no longer serving the use of a private club and Special Exception SE-3123 is not applicable to this preliminary plan.

7. **Environmental**—A Type 1 Tree Conservation Plan (TCPI-068-02/01), was received and reviewed. The Environmental Planning Section issued a Natural Resources Inventory - Equivalency Letter, NRI-EL- 042-2011 for purposes of storm water management prior to submittal of the preliminary plan.

Master Plan Conformance

The master plan for this area is the *2007 Approved Westphalia Sector Plan and Sectional Map Amendment*. In the Approved Master Plan and Sectional Map Amendment, the Environmental Infrastructure section contains goals, policies and strategies. The following guidelines were determined to be applicable to the current project. The text in **BOLD** is the relevant text from the master plan and the plain text provides comments on plan conformance:

POLICY 1: Protect, preserve and enhance the identified green infrastructure network within the Westphalia sector planning area.

This site is within the designated network of the Countywide Green Infrastructure Plan.

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

The Stormwater Management Technical Plan (SD# 15059-2002-01) submitted with this plan shows the existing use of infiltration trenches and two storm water management ponds. The stormwater management technical plan has expired and must be renewed by the Department of Public Works and Transportation as part of the DSP review.

There are no degraded streams located on-site or in the vicinity of the site.

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

The church is existing and no new construction is proposed under the current application. Future expansion of the church complex provides the potential to address this policy.

POLICY 4: Plan land uses appropriately to minimize the effects of noise from Andrews Air Force Base and existing and proposed roads of arterial classification and higher.

Evaluation of this development proposal using Environmental Planning Section noise models, it was determined that mitigation measures adjacent to MD 4 are not necessary. Additional review should occur with the DSP if alterations to the location of the outdoor play area occur.

Community Character Element: Scenic and Historic Roads

Policy 1: Preserve and enhance the scenic character of the MD 4 corridor viewshed.

Strategy: Protect existing woodland along the MD 4 corridor to act as a visual barrier to the fullest extent possible

Existing woodland have been preserved adjacent to MD 4, and structures on the site have been placed behind a ridgeline which provides a visual barrier, to the greatest extent possible.

Policy 3: Preserve and incorporate the most important features of scenic or historic roads in the design for road improvements and new development.

Conservation of the viewshed of historic Old Marlboro Pike is discussed further below. The subject application is in conformance with the applicable strategies and policies of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*.

Conformance with the Countywide Green Infrastructure Plan

The 2005 *Approved Countywide Green Infrastructure Plan* indicates that the property is within the designated green infrastructure network as regulated area, evaluation area and network gap as discussed further.

Conformance with the Master Plan of Transportation: Special Roadways

The 2009 *Countywide Master Plan of Transportation* (MPOT) includes as a goal: To conserve viewsheds and other natural and cultural features of scenic and historic roads, scenic byways, and parkways to the extent possible when considering transportation improvements and when reviewing new land development proposals.

Scenic and Historic Roads—Scenic and historic roads are important resources that need to be protected and preserved for enjoyment both today and in the future. During the land development

process and the review of road improvement projects, the resources that exist within the right-of-way are evaluated for preservation. When land is proposed to be developed adjacent to a designated scenic or historic road, the natural and historical resources that remain are evaluated for preservation or enhancement.

Natural and cultural resources within the rights-of-way and adjacent to scenic and historic roads are important and in need of protection. The predominant encroachment on these resources occurs when new development proposals are submitted. Extensive efforts have been made to preserve and enhance the viewsheds of designated scenic and historic roads through the careful evaluation of these proposals and the placement of new development out of the viewsheds as much as possible and through the preservation or enhancement of the existing vegetation along the roadway. Scenic easements have been established to provide permanent protections to the viewsheds adjacent to scenic and historic roadways through appropriate development review applications.

Scenic Byways—The Maryland State Highway Administration (SHA) has designated 31 state scenic byways with names that reflect the rich heritage of the region surrounding each of the routes. By driving these byways, visitors and residents can explore and appreciate the area's significant place in history within the county. Old Marlboro Pike is a segment of The Star-spangled Banner Scenic Byway which is a state-designated Scenic Byway, and is under consideration by the National Park Service as an All-American Road.

The following policies and strategies of the MPOT should be considered for Old Marlboro Pike:

Policy 1: Conserve and enhance the scenic and historic values along special roadways.

STRATEGIES:

2. **Require submission of an inventory of scenic and historic features with all applications that propose work within the right-of-way of a designated roadway.**
3. **Utilize the “Guidelines for the Design of Scenic and Historic Roadways in Prince George’s County, Maryland” (DPW&T, 2006) when evaluating applications within the rights-of-way of scenic and historic roadways.**
8. **Prepare corridor management plans for significant designated roadways.**

A corridor management plan (CMP) for this section of the SSBSB is currently under review internally by the National Park Service, but has not been approved.

Policy 2: Conserve and enhance the viewsheds along designated roadways.

STRATEGIES:

1. **Require submission of an inventory of scenic and historic features with all applications that propose work adjacent to the right-of-way of a designated roadway.**
2. **Require the conservation and enhancement of the existing viewsheds of designated roads to the fullest extent possible during the review of land development or permit applications, whichever comes first. Elements to be considered shall include views of structures from the roadway; design character and materials of constructed features; preservation of existing vegetation, slopes and tree tunnels; use of scenic easements; and limited access points.**

This policy and strategies are addressed further below.

Policy 4: Preserve, protect, and enhance the right-of-way and viewshed of the Star-Spangled Banner Scenic Byway.

STRATEGIES:

4. **Coordinate protection of the intrinsic scenic and historic qualities of the scenic byway through application of the Guidelines for the Design of Scenic and Historic Roadways in Prince George's County, Maryland, where appropriate.**
5. **Develop design guidelines to conserve and enhance the viewshed of the scenic byway when development is proposed.**

This policy and strategies are addressed further below.

Environmental Review

The site is approximately 50 percent wooded. The property is in the Western Branch watershed of the Patuxent River Basin, and in the Developing Tier as reflected in the 2002 *Prince George's County Approved General Plan*.

A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils were not found to occur on the property. The soil types found to occur on the subject property according to the *Prince George's County Soil Survey* are Westphalia fine sandy loam and Westphalia-Evesboro complex which have no significant limitations which would affect the development of this property. Marlboro clay does not occur on the subject property. Based on information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no records of rare, threatened, or endangered species found to occur on or in the vicinity of this property.

A Natural Resources Inventory – Equivalency Letter (NRI-EL-042-2011) was issued for this site for purposes of conceptual storm water management submittal based on a determination that there were no regulated features found on the site.

Section 24-120 of the Subdivision Regulations requires the submittal of a Natural Resources Inventory with a major subdivision application. A Natural Resources Inventory is defined in Section 24-101(b)(17) of the Subdivision Regulations and Section 27-107.01(160.1) of the Zoning Ordinance as “a plan map and supporting documentation or letter that provides all required information regarding the existing physical and environmental conditions on a site that is approved by the Planning Director or designee as described in the Environmental Technical Manual as approved and amended by the Planning board from time to time.”

Generally, a NRI Equivalency Letter would not be found sufficient to fulfill the submittal requirement of an NRI with the submittal of a new preliminary plan. In this case a Forest Stand Delineation was submitted with the previous application, and a detailed environmental evaluation was done by the Environmental Planning Section confirming that there were no regulated environmental features located on the site plan. This was further reconfirmed with the issuance of the NRI-EL in November 2011. The purpose of the subdivision is to raise the trip cap to allow for the development of a day care center within existing structures on the site. No grading permit is required to implement the proposed activity. An approved TCP has been implemented and no further clearing is proposed.

No further information regarding the NRI is required with this application. Any future development application which will require a grading permit to implement may require preparation of an NRI at an appropriate level of detail, based on the specific activity proposed.

This property is subject to the provisions of the Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance because the gross tract area is greater than 40,000 square feet, the existing woodland is greater than 10,000 square feet and a previously approved TCP exists.

A Type 2 Tree Conservation Plan (TCP2) was submitted with the preliminary plan application. Because this is a preliminary plan, a TCP2 was not appropriate at this point in the application process; instead a revision to the previously approved TCP1 to meet the current requirements was required. The approved Type I Tree Conservation Plan, TCPI-068-02, was reviewed and found to address the woodland conservation requirements with minor technical revisions.

The 24.12-acre property has a 20 percent Woodland Conservation Threshold of 4.82 acres and replacement requirements of 1.73 acres, for a total woodland conservation requirement of 6.55 acres. This requirement is satisfied by 6.55 acres of on-site preservation. In addition, there are 5.88 acres of woodland saved but not counted towards the woodland conservation requirements.

Transportation-related noise impacts were found to impact this property, and the existing playground which is proposed for use by the day care appears to be located within the 65 dBA Ldn noise contour. Based on the ultimate build out traffic volume for Pennsylvania Avenue of 81,500 average daily trips (ADT) the 65 dBA noise contour associated with MD 4 extends approximately 507 feet from the centerline of the road. The 65 dBA noise contour line is reflected on the TCPI, and the outdoor play area is located within the 65 dBA Ldn noise contour. The topographic character of the site has been evaluated to determine noise impacts on the

playground. The elevation of the westbound lane of Pennsylvania Avenue adjacent to the site is 160 feet. The playground elevation is 170 feet. Between the roadway and the playground, the site rises up to 178 feet elevation, effectively forming a berm which shields the playground from the noise emanating from the road and provides appropriate noise mitigation. No further information is required related to noise on this site.

Old Marlboro Pike Road is designated a historic road in the MPOT, and a Scenic Byway by Maryland State Highway Administration. This will be noted on the preliminary plan and TCP1. The functional classification for Old Marlboro Pike adjacent to this site is as a collector road.

Any improvements within the right-of-way of an historic road are subject to approval by the DPW&T under the Design Guidelines and Standards for Scenic and Historic Roads. Before a Paving and Storm Drain Plan is submitted to DPW&T, and preferably before engineering design of roadway improvements has begun, a conceptual pre-application meeting with the applicant, DPW&T and the Maryland-National Capital Park and Planning Commission (M-NCPPC) is required in accordance with the Design Guidelines and Standards for Scenic and Historic Roads.

A simplified Inventory of Significant Visual Features for the right-of-way and site was submitted as a baseline for the review of the scenic/historic road viewshed. The submitted information consisted of 22 photographs of the site, and were found to be sufficient to evaluate the existing viewshed.

On this site, 50 percent of the existing viewshed is comprised of mature woodlands with a minimum width of 200 feet, which will be retained under the current application. The other 50 percent of the frontage is improved with a landscape strip of mixed evergreen and deciduous trees, with a varying width from zero feet to 100 feet in width.

To preserve the scenic viewshed along the historic road, a scenic easement, with an average minimum width of 40 feet located outside of the ultimate right-of-way and exclusive of public utility easements (PUE), will be delineated on the Preliminary Plan and the TCP1. It is acknowledged that some elements have already been constructed within the desired scenic easement, so the average width for the scenic easement should not include those existing elements of the parking lot and drive aisle that are existing. Within the delineated scenic easement, protection of visual quality elements, preservation of existing woodlands, afforestation of the scenic easement, limiting of access points, and supplemental landscaping may be appropriate to conserve and enhance the viewshed of the historic road and compliment the desired character and is required at the time of DSP.

One access point exists to Old Marlboro Pike, across from Brooklee Drive. Along designated scenic and historic roads the limiting of access points is desirable and recommended to maintain the character of the roadway. Access points to Old Marlboro Pike should be limited to the extent possible in order to protect the scenic and historic qualities of the road. This application does not propose any additional access driveways to Old Marlboro Pike with this application.

8. **Stormwater Management**—The Department of Public Works and Transportation (DPW&T), Office of Engineering determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 15059-2002-00, was approved on June 3, 2002, and is no longer valid. A revision to the Stormwater Management Concept Plan (26582-2009-00) was submitted but was not yet approved and shows a site design that matches the associated preliminary plan and TCP1. The concept plan shows the use of existing on-site ponds. An approved stormwater management concept plan is required prior to signature approval of the preliminary plan.

The approved stormwater concept plan is required to be designed in conformance with any approved Watershed Management Plan, pursuant to Subtitle 32, Water Resources and Protection, Division 3, Stormwater Management Plan, Section 172 Watershed Management Planning. As such, the requirements of Section 24-130(b)(4) of the Subdivision Regulations, which requires that a subdivision be in conformance with any watershed management plan will be addressed with the approval of the SWM concept plan by the Department of Public Works and Transportation (DPW&T), once the approved concept plan is submitted prior to signature approval.

9. **Prince George's County Department of Parks and Recreation (DPR)**—In accordance with Section 24-134(a)(3) of the Subdivision Regulations, the subdivision was exempt from mandatory dedication of parkland requirements because the development proposed is nonresidential.
10. **Trails**—This proposed preliminary plan was reviewed for conformance with Section 24-123 of the Subdivision Regulations, the *Approved Countywide Master Plan of Transportation (MPOT)*, and the appropriate area master plan in order to implement planned trails, bikeways, and pedestrian improvements.

The Prince George's County Planning Board requires that preliminary plans conform to Section 24-123 of the Subdivision Regulations in terms of bikeway and pedestrian facilities when the trails are indicated on a master plan, the County Trails Plan, or where the property abuts an existing or dedicated trail, unless the Planning Board finds that previously proposed trails are no longer warranted.

The MPOT recommends that Old Marlboro Pike contain bicycle lanes between Main Street in Upper Marlboro and MD 4. The proposal shows 80 feet of right-of-way on Old Marlboro Pike, which is sufficient for bicycle lanes. The County's urban four-lane collector standard (No. 100.03) allows for bicycle lanes without additional dedication. The proposal does not include sidewalks on Old Marlboro Pike, but no road frontage improvements are proposed. The subject property is directly across from the Back Branch Stream Valley Park and Trail, and it is required that the applicant provide bicycle parking on-site close to the main entrance of the building. The MPOT and the area master plan recommend that Pennsylvania Avenue (MD 4) contain a sidepath on the north side of the road and bicycle lanes. Sufficient rights-of-way are shown on the proposal for these facilities, which can be implemented by the Maryland State Highway Administration (SHA) in the future.

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

11. **Transportation**—The proposal includes the existing 30,000-square-foot church with a 75-student day care center. Using trip generation rates for daycare centers, using the “Guidelines for the Analysis of the Traffic Impact of Development Proposals,” and the methodology in the *Trip Generation Handbook, 3rd Edition* (Institute of Transportation Engineers) to compute internal trips, the following table summarizing the total trip generation for the site:

| Trip Generation Summary, 4-11027, Greater Saint John Church, Daycare | | | | | | | | |
|-----------------------------------------------------------------------------|---------------------|---------------|---------------------|------------|------------|---------------------|------------|------------|
| Land Use | Use Quantity | Metric | AM Peak Hour | | | PM Peak Hour | | |
| | | | In | Out | Tot | In | Out | Tot |
| Church (existing) | 30,000 | square feet | 8 | 7 | 15 | 7 | 7 | 14 |
| Daycare | 75 | students | 32 | 29 | 61 | 29 | 32 | 61 |
| Less pass-by/diverted | 65 percent | | -20 | -20 | -40 | -20 | -20 | -40 |
| Daycare new trips | | | 12 | 9 | 21 | 9 | 12 | 21 |
| Total | | | 20 | 16 | 36 | 16 | 19 | 35 |
| Net new trips (excluding trips from existing use) | | | 12 | 9 | 21 | 9 | 12 | 21 |

It should be noted that 25 percent of day care trips are pass-by (i.e., already using Old Marlboro Pike) and 40 percent are diverted from the Old Marlboro Pike/Ritchie Marlboro Road intersection is assumed; given that Old Marlboro Pike is a lightly traveled roadway for through traffic due to the parallel MD 4 roadway.

The traffic generated by the proposed preliminary plan will impact the following critical intersections, interchanges, and links in the transportation system:

- MD 223 and Old Marlboro Pike/MD 4 WB On-Ramp (unsignalized)
- Old Marlboro Pike/Ritchie Marlboro Road (signalized)

The proposal is not of sufficient size that it will generate 50 or more vehicle trips, and so a full traffic study was not required. However, weekday traffic counts for the two critical intersections were requested for the purpose of making an adequacy finding. Counts dated February 2012 were submitted by the applicant. The findings outlined below are based upon a review of these materials and analyses conducted by the Transportation Planning Section, consistent with the “Guidelines for the Analysis of the Traffic Impact of Development Proposals.”

The subject property is located within the Developing Tier, as defined in the *Prince George's County Approved General Plan*. As such, the subject property was 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 within any tier subject to meeting the geographical criteria in the Transportation 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.

The following critical intersections identified above, when analyzed with existing traffic using counts taken in February 2012 and existing lane configurations, operate as follow:

| EXISTING TRAFFIC CONDITIONS | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-------|------------------------------------|----|
| Intersection | Critical Lane Volume (CLV, AM & PM) | | Level of Service (LOS, AM & PM) | |
| | MD 223 at Old Marlboro Pike/MD 4 WB On-Ramp | 9.5* | 9.1* | -- |
| Old Marlboro Pike at Ritchie Marlboro Road | 1,124 | 1,170 | B | C |
| *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 Transportation <i>Guidelines</i> , delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy. | | | | |

The critical intersections identified above are not programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation "Consolidated Transportation Program" or the Prince George's County "Capital Improvement Program." Background traffic has been developed for the study area, which encompasses a limited neighborhood along the adjacent section of Old Marlboro Pike. A 0.5 percent annual growth rate in through traffic over a three-year period was assumed. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follow:

| BACKGROUND TRAFFIC CONDITIONS | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------|------------------------------------|----|
| Intersection | Critical Lane Volume (CLV, AM & PM) | | Level of Service (LOS, AM & PM) | |
| | MD 223 at Old Marlboro Pike/Mellwood Road | 9.7* | 9.3* | -- |
| Old Marlboro Pike at Ritchie Marlboro Road | 1,343 | 1,431 | D | D |
| *In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Transportation <i>Guidelines</i> , delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy. | | | | |

The following critical intersections, when analyzed with the programmed improvements and total future traffic as developed for the site, including the site trip generation as described above and a distribution of 50 percent west along Old Marlboro Pike and 50 percent east along Old Marlboro Pike, along with the pass-by and diversion as described earlier, operates as follows:

| TOTAL TRAFFIC CONDITIONS | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|-------|------------------------------------|----|
| Intersection | Critical Lane Volume (CLV, AM & PM) | | Level of Service (LOS, AM & PM) | |
| | MD 223 at Old Marlboro Pike/Mellwood Road | 9.8* | 9.3* | -- |
| Old Marlboro Pike at Ritchie Marlboro Road | 1,349 | 1,445 | D | D |
| *In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Transportation <i>Guidelines</i> , 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. | | | | |

No inadequacies in either peak hour are noted in the table above. Notwithstanding this determination, a trip cap consistent with the trip generation for the overall site is approved. Since the day care center does not operate on Sunday, the previously approved Sunday peak-hour vehicle trip cap will remain.

The site is adjacent to Old Marlboro Pike, which is a master plan collector roadway. The plan shows that adequate dedication of 40 feet from centerline exists, so no further dedication is required. Also, MD 4 is a master plan freeway facility, and the existing right-of-way is consistent with master plan recommendations, so no further dedication is required along MD 4. The plat note restricting driveway access to MD 4 will be retained.

Transportation Conclusions

Based on the preceding findings, it is determined that adequate access roads exists as required by Section 24-124 of the Subdivision Regulations.

12. **Schools**—There are no residential dwelling units proposed in the development. There are no anticipated impacts on schools.
13. **Fire and Rescue**—The proposed preliminary plan was reviewed for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)–(E) of the Subdivision Regulations, and the following was found:

| Fire/EMS Company # | Fire/EMS Station Name | Service | Address | Actual Travel Time (minutes) | Travel Time Guideline (minutes) | Within/Beyond |
|--------------------|-----------------------|--------------|--------------------|------------------------------|---------------------------------|---------------|
| 45 | Upper Marlboro | Engine | 7710 Croom Road | 4.47 | 3.25 | Beyond |
| 20 | Marlboro | Ladder Truck | 14815 Pratt Street | 4.92 | 4.25 | Beyond |
| 20 | Marlboro | Paramedic | 14815 Pratt Street | 4.92 | 4.25 | Beyond |
| 20 | Marlboro | Ambulance | 14815 Pratt Street | 4.92 | 7.25 | Within |

Capital Improvement Program (CIP)

The Capital Improvement Program for Fiscal Years 2012–2017 proposes replacing existing Marlboro Fire/EMS Company 20 at 14815 Pratt Street.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this application unless the Prince George’s County Fire/EMS Department determines that an alternative method of fire suppression is appropriate. The applicant indicated that sprinklers are currently provided throughout the entire building, including the area of the proposed day care center.

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

14. **Police Facilities**—The proposed development is within the service area of Police District II, Bowie. There is 267,660 square feet of space in all of the facilities used by the Prince George’s County Police Department and the July 1, 2009 (U.S. Census Bureau) county population estimate is 834,560. Using the 141 square feet per 1,000 residents, it calculates to 117,672 square feet of space for police. The current amount of space 267,660 square feet is within the guideline.
15. **Water and Sewer**—Section 24-122.01(b)(1) of the Subdivision Regulations states that “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System, and is served by public systems.

16. **Health Department**—The Prince George’s County Health Department evaluated the proposed preliminary plan of subdivision and had no comments to offer.
17. **Public Utility Easement (PUE)**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public utility company, the subdivider will include the following statement in the dedication documents recorded on the final plat:

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

The preliminary plan of subdivision correctly delineated a ten-foot public utility easement (PUE) along the public rights-of-way as requested by the utility companies.

18. **Historic**—A Phase I archeological survey was not recommended on the above-referenced 24.12-acre property located at 11425 Old Marlboro Pike in Upper Marlboro, Maryland. The application proposes the addition of a daycare to the existing church building. 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. The subject property has been previously graded and disturbed by the construction of the church and parking lots. This proposal does not impact any historic sites, historic resources or documented properties.
19. **Residential Conversion**—The subject application did not propose any residential development; however, if a residential land use were proposed, a new preliminary plan should be required. There exists different adequate public facility tests comparatively between residential and nonresidential uses, and there are considerations for recreational components for a residential subdivision. A new preliminary plan is required if residential development is to be considered.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Shoaff, seconded by Commissioner Bailey, with Commissioners Shoaff, Bailey and Hewlett voting in favor of the motion, and with Commissioners Washington and Squire absent at its regular meeting held on Thursday, May 10, 2012, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of May 2012.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:PR:arj