

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on July 31, 2014, regarding Conceptual Site Plan CSP-96046-01 for Woodstream Church, the Planning Board finds:

1. **Request:** The subject application is for approval a CSP 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.

2. **Development Data Summary:**

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

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plan created Lot 1, which contains the church, and Outlot A. Preliminary Plan of Subdivision 4-97013 was later superseded with the approval of Preliminary Plan of Subdivision 4-10005 by the Planning Board on July 14, 2011.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 is required to validate this existing use.

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.

7. **Prince George's County Zoning Ordinance:** The Planning Board finds that the subject application complies 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 complies with 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. The proposed private school is permitted subject to DSP approval in accordance with Section 27-475.06.01.

- b. The application complies with the following additional regulations in the I-3 Zone:

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.**

Additional regulations referenced above have been reviewed as applicable and are discussed in this resolution.

- (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.**

Conformance with the above standard shall be addressed at time of DSP.

- (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.**

Conformance with the above standard shall be addressed at time of DSP.

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.**

The Planning Board finds that 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.**

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 Planning Board finds that 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.

8. **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:

- 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.**

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.**

The Planning Board finds that 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.**

The Planning Board finds that 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.**

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 does 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.**

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. The Planning Board also adopts the following findings in this resolution:

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
Trips Generated by Proposal			443	306	749	150	178	328
Trips Allowed by Trip Cap – 4-10005 (church, school, and day care)					870			354

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 Approved 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:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	MD 202 and Lottsford Road	1,731	1,810	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.

- 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.**

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.**

A note to this effect shall 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.**

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

- 9. 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. The

Planning Board finds that the subject CSP-96046-01 approval shall 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.**

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, the Planning Board does not carry this condition of approval forward 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.**

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.**

The above condition is no longer relevant. The site that was previously known as the Tartan tract has access on Campus Way. The Planning Board does not carry this forward with the subject 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.**

The Planning Board does not carry this condition 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.**

This 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.**

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.**

The Planning Board finds that this condition was previously addressed and is no longer relevant.

- 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.**

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.**

The above condition should be addressed at time of DSP.

- 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.**

The above condition should be addressed at time of DSP.

- 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.**

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.

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

10. **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.”

The CSP shows 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.**

The subject application has been submitted 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.**

The CSP proposes 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 CSP; 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.**

The CSP shows a ten-foot-wide public utility easement (PUE) along Lottsford Road and Ruby Lockhart Boulevard.

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.**

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.**

The above conditions remain in effect and shall 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.**

The CSP does not show any direct vehicular access to Lottsford Road.

- 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.**

This condition remains in effect.

- 11. 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). Conformance with the requirements of the Landscape Manual will be addressed at time of DSP. The following additional information is provided:

- a. 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 shall note the retention of this 35-foot-wide landscaped buffer, which shall be planted in accordance with Section 4.6 of the Landscape Manual.

- 12. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The Planning Board finds that 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.

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 Planning Board finds that the TCP1 requires some technical changes to be in conformance with the WCO. 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. Fee-in-lieu may be approved up to an acre. The note shall be revised as necessary to reflect the final fee-in-lieu amount.

13. **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. The required tree canopy for this site is ten percent, and conformance shall be demonstrated at time of DSP.
14. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Community Planning**—No master plan issues were identified regarding the new uses proposed on the CSP.
 - b. **Environmental Planning**—The Planning Board adopts the following:
 - (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 shall be 65 dBA Ldn or less, and will be addressed at time of DSP.

- (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**—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 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 is in substantial conformance with approved Preliminary Plan 4-10005.

- d. **Transportation Planning**—From the standpoint of transportation, the Planning Board finds this plan is acceptable and meets the finding required for CSPs as described in Section 27-276 of the Zoning Ordinance. 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. **Historic Preservation**—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.
- f. **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. The site plan is consistent with the approved stormwater management concept plan.
- g. **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 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.

This item shall 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.

Any adverse noise impacts are limited shall be 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.

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.

A note to this effect shall 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.

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

- h. **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.
- i. **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.

No additional action by the Planning Board is required.

15. Based upon the foregoing analysis and as required by Section 27-276(b)(1) of the Zoning Ordinance, the Planning Board finds that 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, the Planning Board finds 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.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type 1 Tree Conservation Plan (TCP1-005-97-02), and further APPROVED the Conceptual Site Plan CSP-96046-01, 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 November 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.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with the District Council of Prince George’s County within thirty (30) days following the final notice of the Planning Board’s decision.

* * * * *

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 Washington, seconded by Commissioner Shoaff, with Commissioners Washington, Shoaff, Bailey and Hewlett voting in favor of the motion, and with Commissioner Geraldo absent at its regular meeting held on Thursday, July 31, 2014, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of July 2014.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:MF:arj