

R E S O L U T I O N

WHEREAS, Holy Cross P.B.S. Church, Inc. is the owner of a 9.83-acre parcel of land known as Parcel 151, Tax Map 73, Grid C-2, said property being in the 18th Election District of Prince George's County, Maryland, and being zoned R-T; and

WHEREAS, on June 15, 2001, Century Engineering, Inc. filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for 1 parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-01051 for Holy Cross P.B.S. Church 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 November 15, 2001, 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 November 15, 2001, 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 I Tree Conservation Plan (TCPI/13/00), and further APPROVED Preliminary Plat of Subdivision 4-01051, Holy Cross P.B.S. Church, Inc. for 1 parcel with the following conditions:

1. Any abandoned well shall be pumped, backfilled and/or sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department at the time the dwelling is razed.
2. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #13505-2001-00.
3. Prior to signature approval the preliminary plan shall be revised:
  - a. To label the ultimate right-of-way width of Addison Road.
  - b. To indicate the number of proposed seats in the church.
  - c. To remove reference to the proposed future right-of-way Aby other@ from the plan along Addison Road. Dedication is being proposed by the applicant in this case along Addison Road.

- d. To provide distance on the dedication from the existing right-of-way to the proposed.
  - e. To provide the net tract area minus the land to be dedicated to public use.
  - f. To remove reference to a building restriction line along the south property line.
- 4. Total development within the subject property shall be limited to a 38,225-square-foot church, or an equivalent development that generates no more than 10 AM, 14 PM, and 363 Sunday peak-hour vehicle trips. Development of up to 5,000 additional square feet of church space shall not constitute a significant change in trip generation. Any development other than that identified herein above shall require a new Preliminary Plan of Subdivision.
  - 5. The final plat of subdivision shall indicate a building restriction line 60 feet from the northern property line between Zelma Avenue and the western property line, as shown on the preliminary plan. The clear intent of this line should be to prevent the construction of permanent structures, buildings, and fixtures to the north of this line within a possible future street right-of-way.
  - 6. The final plat of subdivision shall indicate a building restriction line 37 feet from the western property line from north to south, as shown on the preliminary plan. The clear intent of this line should be to prevent the construction of permanent structures, buildings, and fixtures to the west of this line within a possible future street right-of-way.
  - 7. The applicant, his successors and/or assigns shall dedicate a right-of-way along Addison Road as shown on the submitted preliminary plan. Improvements within the dedicated right-of-way shall be determined by DPW&T.
  - 8. The applicant shall dedicate 60 feet along the north property line between Addison Road and Zelma Avenue as right-of-way for a planned east-west primary street as shown on the Addison Road Metro Town Center Sector Plan. Improvements within the dedicated right-of-way shall be determined by DPW&T.

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.
- 1. The subject property is located on the west side of Addison Road South, approximately 1,350 feet south of its intersection with MD 214 and north of Walker Mill Road.

3. Environmental - This site is subject to the provisions of the Woodland Conservation Ordinance because the entire site is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A Tree Conservation Plan is required. A Forest Stand Delineation and Type I Tree Conservation Plan were submitted for review. The Environmental Planning Section recommends approval of TCP I/13/00.

The Tree Conservation Plan, TCP I/13/00, has a basic requirement of 1.97 acres of woodland conservation and an additional requirement of 0.20 acre because of the proposed clearing of 0.45 acre, for a total requirement of 2.17 acres. The plan proposes to meet this requirement by providing 1.85 acres of on-site preservation and 0.32 acre of on-site reforestation/replacement.

The 9.83-acre property is on the west side of Addison Road and 1,350 feet south of Central Avenue. There are streams, wetlands, and floodplain on the property. Current air photos indicate that 90 percent of the site is wooded. No Historic or Scenic roads are affected by this proposal. Addison Road is a noise source. The proposed use is not expected to be a noise generator. No species listed by the State of Maryland as rare, threatened or endangered are known in the general region. According to the Sewer Service and Water Service maps produced by DER, the property is in categories W-3 and S-3. A Stormwater Concept Plan is under review by DER.

The soils information included in the review package indicates that the principal soils on the site are in the Collington and Westphalia series. These soils pose no special problems for development.

Addison Road is designed as a four- to six-lane arterial. The future 65 dBA(Ldn) noise contour is expected to be about 150 feet from the centerline of the future highway. The church and the parsonage are located well beyond the limit of the projected noise corridor.

4. Community Planning - The subject property is located within the *Addison Road Metro Town Center & Vicinity Sector Plan* dated October 2000, in Planning Area 75A in the Addison South subarea. The concept for the ARM Town Center is to create a pedestrian-oriented, mixed-use town center to serve the local community and Metro riders. A Public/Quasi Public & Residential/Low Urban@ land use is proposed for the property, in response to the church's proposal during the plan preparation. The church is located in a proposed high quality, single-family neighborhood at both medium- and low-urban densities. A centrally located mini-park is proposed adjacent to the property's southwest corner. Single-family attached residential uses are recommended for the property if the proposed church is not built.

Two Type II residential streets are proposed for the property, one located on the northern property line and one that bisects the western portion of the property. These streets are

parts of an interconnected road network that is proposed for the town center which includes the urban boulevard on Addison Road South and a grid network of internal roads to serve the Addison South subarea and connections to Metro West to the north.

The responsibility for proposed road and trail dedications and construction were evaluated during the review of the previously submitted preliminary plan of subdivision for this property (4-00005) in early 2000. The current preliminary plan of subdivision reflects the dedication for the urban boulevard (Addison Road South) and portions of the grid road network. The preliminary plan also identifies an area Areservation for future R/W@ to accommodate the remaining portions of the grid road network. The Type II curved road which was proposed to bisect the western portion of the property in the sector plan has been relocated to run along the western boundary instead with a Type III section in this preliminary plan. The road Atypes@ are defined within the ARM Plan.

5. Parks and Recreation - In accordance with Section 24-134(a) of the Subdivision Regulations the proposed preliminary plan of subdivision is exempt from the requirement of mandatory dedication of parkland because the parcel being created is greater than one acre in size and is a nonresidential use.
6. Trails - The adopted and approved *Addison Road Metro Town Center & Vicinity Sector Plan* recommends that Addison Road be constructed as an urban boulevard with improvements such as street lighting, signage, street trees, pedestrian sidewalks, bike lanes, and crosswalks. The sector plan recommends that Addison Road be a Type I street section (figure 6, page 68) with sidewalks and designated bike lanes. The sidewalks should be a minimum of five feet wide and the bike lanes should be designed in accordance with AASHTO guidelines.

In addition, the plan recommends a residential road across the northern boundary of the subject property in keeping with the town center concept. This should be a Type II residential roadway (figure 6, page 68) and should include a minimum of five feet wide sidewalks constructed on both sides of the road. The plan also recommends that on-street parking or bike lanes also be provided. If bike lanes are included, they should be provided on both sides of the road, in conformance with the AASHTO guidelines.

Staff recommends trail development in conformance with the standards and design guidelines contained in the *Addison Road Metro (ARM) and Town Center Sector Plan* dated October 2000.

7. Transportation - The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 9.83 acres of land in the R-T Zone. The property is located on the west side of Addison Road between Rolling Ridge Drive and Wilburn Drive. The applicant proposes to construct church facilities totaling 38,225 square feet, including a youth center and a pastor=s residence, on the site.

The transportation staff determined that a traffic study detailing weekday and Sunday analyses was not needed; however, traffic counts adjacent to the site were deemed necessary. In response, the applicant submitted traffic counts dated October 2001. The findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*.

#### Summary of Traffic Impacts

The applicant has conducted traffic counts in support of the application dated October 2001. The staff's traffic analysis considers the location where the site is proposed to access Addison Road to be the critical intersection for this application. This intersection is assumed at this time to be unsignalized.

The existing operating conditions, based on link counts in front of the subject property, are acceptable. The Prince George's County Planning Board, in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*, has defined the upper limit of LOS E (or a maximum vehicle delay of 50.0 seconds) as the lowest acceptable operating condition for unsignalized intersections on the transportation system. As the site access point is not yet built, there are no operational issues at that location during peak hours or on Sundays.

The staff did an analysis of approved background developments in the vicinity of the subject property. Staff identified Walker Mill Business Park, with 807,000 square feet of unbuilt industrial space, Thompson Estates, with 117 residences, and Addison Station, with 139 residences, as background developments. Staff also factored traffic along US 301 by 0.5 percent per year over four years. There are no funded capital improvements in the area. Background traffic conditions (existing plus growth in through traffic plus traffic generated by background developments with funded improvements) would be acceptable. As noted earlier, the site access point is not yet built, therefore, no operational issues are projected at that location during peak hours or on Sundays.

This subdivision proposes 38,225 square feet of church facilities (the youth center and the pastor's residence are assumed to be included in the published trip rates). The trip generation for a 38,225-square-foot church has been determined using information in the Institute of Transportation Engineers' *Trip Generation Manual* (sixth edition) as follows:

Weekday, AM peak hour:

5 out

5 in

10 total

Weekday, PM peak hour:

11 out

13 in

Sunday, peak hour:	24 total
185 in	
178 out	
	363 total

Staff has assumed a trip distribution for the site as follows:

North along Addison Road	55 percent - weekday and Sunday
South along Addison Road	45 percent - weekday and Sunday

With the site characteristics, total traffic conditions (background plus site traffic) would be a maximum vehicle delay of 24.1 seconds during the AM peak hour and 42.9 seconds during the PM peak hour at the critical intersection. Estimated delays are a maximum of 49.9 seconds during Sunday peak hours upon buildout of the site. Therefore, the transportation staff concludes that the intersection of Addison Road and the site entrance operates acceptably as an unsignalized intersection with the development of the subject property.

The transportation staff will recommend a trip cap condition for the property consistent with the use as proposed by the applicant.

#### Plan Comments

The transportation recommendations in the *Addison Road Metro Town Center Sector Plan* indicate that the site is located within the town center area, and the current street network in the area would be an augment to create a walkable grid network. As such, Addison Road would remain an arterial facility along the eastern side of the property. A new primary residential facility would cross the northern side of the property from east to west, while Zelma Avenue would be extended as a primary residential street, curving westerly north-south through this site.

Given that the subject property represents the initial significant opportunity to implement the sector plan, the preliminary plan represents a feasible means of doing so without compromising the intent of the plan. The current plan shows:

- a. Dedication of the needed right-of-way along Addison Road in accordance with the funded Capital Improvement Project to widen the roadway.
- b. Dedication of 60 feet from right-of-way along the east-west primary street between Addison Road and Zelma Avenue. This public roadway will effectively serve as the access roadway to the church when it is initially built, and once this street is extended, it will function as a public street with the church having

driveway access onto it.

- c. Establishment of a building restriction line 60 feet from the northern property line between Zelma Avenue and the western property line. Once there is a reason to extend the east-west primary street in accordance with the sector plan, this area can be purchased for that purpose.
- d. Establishment of a building restriction line 37 feet from the western property line from north to south. This area would accommodate the future north-south primary roadway when it is built. Given that the function of the street remains to be determined and is contingent upon development plans for the property in the rear, the right-of-way represents one-half of a residential street with median. Although this is different from the published sector plan, the function of the sector plan to create a local grid street network remains unchanged by this recommendation.

#### Transportation Staff Conclusions

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

- 8. Schools - The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the *Regulations to Analyze the Development Impact on Public School Facilities* (revised January 2001) (CR-4-1998) and concluded that the subdivision is exempt from APF test for schools because it is a nonresidential use.
- 9. Fire and Rescue - The Growth Policy and Public Facilities Planning Section has reviewed the subdivision plans for adequacy of public facilities and concluded the following.
  - a. The existing fire engine service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service response time of 0.76 minutes, which is within the 3.25-minute response time guideline.
  - b. The existing ambulance service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road has a service response time of 0.76 minutes, which is within the 4.25-minute response time guideline.
  - c. The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South has a service response time of 6.94 minutes, which is within the 7.25-minute response time guideline.
  - d. The existing ladder truck service at Capitol Heights Fire Station, Company 5, located at 6061 Central Avenue has a service response time of 2.09 minutes,

which is within the 4.25-minute response time guideline.

- c. The proposed subdivision will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance, ladder truck and paramedic services.

The above findings are in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

10. Police Facilities - The proposed development is within the service area for District III-Landover Police Station. In accordance with Section 24-122.1(c) of the Subdivision Regulations, the existing county's police facilities will be adequate to serve the proposed Holy Cross P.B.S. Church development and the population generated by the proposed subdivision.
11. Health Department - The subject property is improved with a dwelling unit which is served by private well and septic systems. The existing shallow well should be backfilled and sealed in accordance with the Code of Maryland Regulation 26.01.01 by a licensed well driller or witnessed by a representative at the time the dwelling is razed.
12. Stormwater Management - The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, #13505-2001-00, has been approved with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.

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 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 Eley, seconded by Commissioner Lowe, with Commissioners Eley, Lowe, Brown, Scott and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, November 15, 2001, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 6th day of December 2001.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:WC:rmk