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Preliminary Plan 4-05024

Application	General Data
Project Name: NEW BORN CHURCH OF GOD Location: East side of Rollins Avenue, opposite District Avenue. Applicant/Address: New Born Church of God P.O. Box 31426 Capitol Heights, MD 20743 Property Owner: New Born Church of God	Date Accepted: 3/06/07
	Planning Board Action Limit: 7/24/07
	Plan Acreage: 2.90
	Zone: R-55 & D-D-O
	Parcel: 1
	Outparcel: 1
	Planning Area: 75A
	Tier: Developed
	Council District: 07
	Election District: 18
	Municipality: N/A
	200-Scale Base Map: 202SE06

Purpose of Application	Notice Dates
RESIDENTIAL SUBDIVISION (Church)	Adjoining Property Owners Previous Parties of Record Registered Associations: 1/24/07 (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 5/07/07

Staff Recommendation		Staff Reviewer: Ivy R. Thompson	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-05024
New Born Church of God, Parcel 1 and Outlot A

OVERVIEW

The subject property is located on Tax Map 73, Grid C-2, and is known as Parcel A. The property, which is approximately 2.90 acres in area, is currently zoned R-55 and is located within the Addison Road Metro (ARM) Town Center Development District Plan. The property has frontage on the east side of Rollins Avenue. The applicant proposes to build a one-story 13,150 square-foot building for a total capacity of 354 seats, and to use the existing residential structure (6,064 s.f.) for an existing day care center with a capacity of 20 children. The preliminary plan of subdivision proposes to dedicate a 60-foot-wide public street right-of-way for the future Victorianna Drive that will serve the future adjacent residential subdivisions as well as provide a second access point. The residue of the right-of-way dedication is being designated as an outlot.

Development of this site is subject to the ARM Town Center Development District Plan. The development must integrate with existing and future developments to support the objectives of the ARM Town Center Development District Plan. One of the concepts for the ARM Town Center Development District Plan is to create a pedestrian-oriented, mixed-use town center to serve the local community and Metro riders. The ARM Town Center Development District Plan envisions the creation of an urban environment to support pedestrian activities and a sense of community around the Addison Road Metro Station. The ARM Town Center Development District Plan provides specific recommendations regarding type and orientation of improvements and circulation.

Development within the Addison Road Metro Town Center Development District requires the approval of a detailed site plan (DSP) in accordance with Part 3, Division 9, of the Zoning Ordinance. DSP-06003 was approved, for the Stable Foundation Day Care Center within the existing church, by the Planning Board with one condition on July 20, 2006. Resolution 06-179 was adopted by the Planning Board on September 7, 2006. The plan conforms to the purposes and recommendations of the 2000 Approved Addison Road Metro Town Center and Vicinity Sector Plan. That plan focuses on the Metro station as the core of the sector plan. The town center concept was approved for the area as a focal point for the community. The development concept for the area is a broad mix of uses arranged in a compact development.

SETTING

This 2.90-acre property is located on the east side of Rollins Avenue opposite its intersection of District Avenue. East of the subject property is an existing structure owned by Prince George's County and used for social services; the eastern edge of the property has frontage on the proposed Victorianna Drive; to the south and northeast of the property is approved Addison South subdivision in the R-55 Zone; and to the north of the property is R-55-Zoned property that was approved for residential uses as DSP-04082 for Brighton Place. To the west of the property, across Rollins Avenue, is the Rollins Avenue

Neighborhood Park, an undeveloped Maryland-National Capital Park and Planning Commission public park.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	R-55	R-55
Use(s)	Institution (Church)	Institution (Church and daycare facility 19,214 total s.f.)
Acreage	2.90	2.90
Parcel	1	1
Outparcel	0	1

2. **Subdivision**—The subject property is zoned R-55. Although the subject application is not proposing any residential development, it is zoned for residential use. Because different adequate public facility tests exist, and there are considerations for recreational components for residential subdivisions, any future consideration for residential development beyond one single-family dwellings should require the approval of a new preliminary plan of subdivision.
3. **Environmental**—The site is characterized by terrain sloping toward the northeast and northwest, and drains into unnamed tributaries of Cabin Branch and the Anacostia River watershed in the Anacostia River basin. A review of the available information indicates that 100-year floodplain, streams, wetlands and highly erodible soils are not found to occur on the subject property; however, there are steep slopes located on-site. There are no Marlboro clays found to occur on the site. District Avenue and Rollins Avenue are collector roadways and generally not regulated for noise. The primary soil types found to occur on the subject property according to the Prince George's County Soils Survey are Collington series and Galestown. These soil types generally exhibit slight to moderate limitations to development when found on steep slopes. Based on the information obtained from the Maryland Department of Natural Resources Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads adjacent to the subject property. This property is located in the Developed Tier as delineated on the 2002 Approved General Plan.

Addison Road Metro Town Center and Vicinity Sector Plan Conformance

The subject property is located within Subarea 4 of the Sector Plan. There are no specific environmental recommendations or design standards that require review for conformance. The environmental requirements for stormwater management are addressed in the Environmental Review section below.

Countywide Green Infrastructure Plan Conformance.

The site is within the designated Network Gap Area as part of the 2004 Approved Countywide Green Infrastructure Plan. This portion of the Network Gap Area is also associated with Evaluation Areas to the east. Although it is the intent of the Green Infrastructure Plan to connect Network Gaps with the Regulated Areas and Evaluation Areas, it is not possible to make these connections on this site. The site is exempt from the Woodland Conservation Ordinance, developed and is proposed to be fully redeveloped.

Environmental Review

The preliminary plan application has a signed Natural Resources Inventory (NRI/055/05), dated August 8, 2005, that was included in the review package. The preliminary plan shows all the required information correctly. This property is not subject to the provisions of the Prince George's County Woodland Conservation Ordinance because, although the site is more than 40,000 square feet in area, it contains less than 10,000 square feet of woodlands and it has no previous approved Tree Conservation Plan. A Standard Letter of Exemption from the Ordinance was issued by the Environmental Planning Section, Countywide Planning Division on August 8, 2005. The Letter of Exemption should accompany all future applications for plans and permits.

A Stormwater Management Concept Approval Letter (30337-2004-00), dated February 14, 2007, and the associated plan were submitted. The concept approval contains three conditions of approval to be addressed later through subsequent reviews by the Department of Public Works and Transportation.

Water and Sewer Categories

The water and sewer service categories are W-3 and S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003, and the subject property will, therefore, be served by public systems.

4. **Community Planning**—The subject property is located in a designated Community Center and the Developed Tier in the 2002 General Plan. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. Community Centers are concentrations of activities, services and land uses that serve the immediate community. These typically include a variety of public facilities and services-integrated commercial, office and some residential development and can include mixed-use and higher intensity redevelopment in some communities. This application is not inconsistent with the 2002 Approved General Plan Development Pattern policies for the Developed Tier. The applicant proposes to build a one-story 13,150 square-foot building to hold 354 seats. The applicant also proposes to use the existing residential structure for a day care center to hold about twenty children. The 2000 Approved Sectional Map Amendment for the Addison Road Metro Town Center rezoned the property from the R-R Zone to the R-55 Zone and placed the Development District Overlay Zone (DDOZ) over the R-55 Zone. The development application conforms to the land use recommendations of the 2000 Addison Road Town Center & Vicinity Sector Plan for institutional and public/quasi-public uses.
5. **Parks and Recreation**—According to Section 24-134(a) of the Prince George's County Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of parkland requirements because the development is over an acre in size and the proposed use is nonresidential.
6. **Trails**—The Approved Addison Road Metro Town Center and Vicinity Sector Plan recognizes that bicycle and pedestrian facilities are important in promoting non-motorized access to the Addison Road Metro. Standard sidewalks, wide sidewalks, or trails are recommended along all major roads due to their ability to facilitate continuous pedestrian movement to the town center and Metro. Sidewalks are recognized as an important component of transit-oriented development. The sector plan also recommends a grid street system in the town center area. This type of street grid is pedestrian and bicycle-friendly because it disperses traffic along numerous routes and

tends to promote slower driving speeds. Part of this proposed grid is reflected on the submitted plan. Prior approvals both to the north and south of the subject site include conditions of approval for a wide sidewalk along Rollins Avenue (see condition 4(a) of preliminary plan 4-05016 and condition 10(a) of preliminary plan 4-04011). Staff recommends the provision of an eight-foot-wide sidewalk along the subject site's frontage of Rollins Avenue as well. This wide sidewalk is accurately reflected on the submitted preliminary plan. Staff also supports the five-foot-wide sidewalk connection shown from Rollins Avenue to the church addition.

7. **Transportation**—The transportation staff determined that weekday and weekend traffic counts were needed. In response, the applicant submitted acceptable weekday and weekend turning movement counts which were used in evaluation of the existing and proposed Levels of Services. 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*.

Growth Policy—Service Level Standards

The subject property is located within the developed tier, as defined in the General Plan for Prince George's County. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Ordinance, 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.

Analysis of Traffic Impacts

In addition to the site access with Rollins Avenue, which is opposite of the District Avenue, the intersection of Rollins Avenue, Central Avenue (MD332), and Yeomen Place is determined to be the critical intersection for the subject property. This intersection would serve most of the site-generated traffic. This intersection similar to site access intersection is currently unsignalized.

Using the provided information staff has determined that the critical intersection of Rollins Avenue, Central Avenue (MD332), and Yeomen Place currently operates with a maximum delay of 21 seconds during the weekday peak hour. During the Sunday peak hour, the intersection operates with a maximum delay of 12.4 seconds.

There are no funded capital projects at this intersection in either County Capital Improvement Program or the State Consolidated Transportation Program that would affect the critical intersection.

An extensive list of background development in the vicinity of subject site (a total of 19 developments) was provided by staff. These pipeline projects would generate 3,195 trips (1,494 in and 1,701 out) during the weekday peak hour, and 2,228 trips (1,131 in and 1,096 out) during the Sunday peak hour. Consistent with other approved traffic studies, a growth rate of 1.0 percent per year for through traffic were used to adjust the background traffic forecasts. With the forecasted background traffic condition it was determined that the critical intersection of Rollins Avenue, Central Avenue (MD332), and Yeomen Place would operate with side streets (Rollins and Yeomen) delays exceeding the 50-second delay threshold.

The proposed expansion would result in a 19,214 GSF church building with a total seating capacity of 354 seats, and a daycare facility a total of twenty students. It is reported that the primary hours of operation for the church will be on Sunday from 8:00 AM to 6:00 PM. Weekday church activities would be limited to noon prayer service, evening bible studies, choir, and other religious instructions. Weekday evening events will occur between 7:30 to 9:30 PM, which is after the PM peak commuting hours. The day care will operate between 7:00 AM and 6:00 PM, Monday through Friday. As reported, the proposed additional development on this site would generate 21 new trips (12 in, and 9 out) during the weekday peak hour and 204 new trips (102 in and 102 out) during the Sunday peak hour.

With the site traffic added, the critical intersection of Rollins Avenue, Central Avenue (MD332), and Yeomen Place would continue to operate with side streets (Rollins and Yeomen) delays exceeding the 50-second delay threshold. Per the Guidelines, any intersection with reported average delays greater than 50 seconds will require additional analyses to determine if signalization is required.

The analyses indicated that the site access intersection with Rollins Avenue would operate at acceptable levels of service with average approach delays of 9.9, 11.5, 15.2 seconds, under existing, background, and total traffic, respectively. However, due to heavy left-turn volume anticipated along southbound Rollins Avenue at the site access, provision of a left turn by-pass, would improve traffic operations along Rollins Avenue, especially on weekend.

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 Prince George's County Code if the application is approved with conditions consistent with these findings.

8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plan for a proposed church expansion and daycare development to determine adequacy of public facilities. The existing fire engine service at Seat Pleasant Fire Station, Company 8 located at 6305 Addison Road has a service travel time of 1.25 minutes, which is within the 3.25-minute travel time guideline. The existing paramedic service at Silver Hill Fire Station, Company 29 located at 3900 Old Silver Hill Road has a service travel time of 6.96 minutes, which is within the 7.25-minute travel time guideline. The existing ladder truck service at Capitol Heights Fire Station, Company 5 located at 6061 Central Avenue has a service travel time of 2.00 minutes, which is within the 4.25-minutes travel time guideline. The proposed church expansion and daycare development will be within the adequate coverage area of the nearest existing fire and rescue facilities for fire engine and paramedic service.

9. **Police**—The proposed development is within the service area for Police District III Palmer Park. The *General Plan* addresses the provision of public facilities that will be needed to serve existing and future county residents. The plan includes planning guidelines for police facilities and they are:

Station space per capita: 141 square feet per 1,000 county residents

The police facilities test is done on a countywide basis in accordance with the policies of the Planning Board. There are 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department and the latest population estimate is 825,520. Using the standard of 141 square feet per 1,000 residents, 116,398 square feet of space is needed for police facilities. The current amount of space available, 267,660 square feet, is above the guideline.

10. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations, CB-30-2003, and CR-23-2003 and concluded the above subdivision is exempt from a schools review because it is an institutional/church use.
11. **Health Department**—The Health Department has reviewed the preliminary plan and has noted that a raze permit is required prior to the removal of any of the structures on site. A raze permit can be obtained through the Prince George's County Department of Environmental Resources, Office of Licenses and Permits. Any hazardous materials located in any structures on-site must be removed and properly stored or discarded prior to the structures being razed. A note needs to be affixed to the preliminary plan that requires that the structures are to be razed and the well and septic systems must be properly abandoned before the release of the grading permit. There are two abandoned shallow wells found within the confines of the above-referenced property that must be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to raze permit approval. Once the church is connected to the public sewer, the abandoned septic tank must be pumped out by a licensed scavenger and either removed or backfilled in place.
11. **Stormwater Management**—The Department of Public Works and Transportation, (DPW&T), Office of Engineering, has determined that on-site stormwater management is required. Stormwater Management Concept Plan 30337-2004-00 has been approved with conditions. Development must be in accordance with this approved plan or any subsequent revisions. The location, size, type and buffering of these facilities should occur with the review of the detailed site plan.
12. **Public Utility Easement**—(P.U.E.) The preliminary plan includes the required ten-foot-wide public utility easement parallel and contiguous to all public rights-of-way. The easement will be shown on the final plat.
13. **Archeology**—Phase I archeological survey is not recommended on the property. 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. Aerial photographs indicate that construction of the current church building on the property has adversely impacted any archeological sites that may be present on the property. However, the applicant should be aware that there are two previously recorded archeological sites, 18PR838 and 18PR839, within a one-mile radius of the subject property. There are also sixteen Maryland Inventory of Historic Property sites located within a one-mile radius of the subject property.

14. **Historic Preservation**—The subject application for preliminary plan of subdivision has no effect on historic resources.
15. **Capitol Heights and Seat Pleasant**—These municipalities have not offered comment on the proposed projects.

RECOMMENDATIONS:

Staff recommends APPROVAL, of Preliminary Plan 4-05024, subject to the following conditions:

1. Any residential development of the subject property, other than one single-family dwelling, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
2. The applicant and the applicant's heirs, successors and/or assignees shall provide an eight-foot wide sidewalk along the subject site's entire frontage on Rollins Avenue, unless modified by DPW&T.
3. The applicant and the applicant's heirs, successors and/or assignees shall provide the five-foot wide sidewalk connection from Rollins Avenue to the proposed church addition as shown on the submitted preliminary plan of subdivision.
4. The applicant and the applicant's heirs, successors and/or assignees shall provide a five-foot wide sidewalk connection from future Victorianna Drive to the eastern-most parking lot.
5. Total development within the subject property shall be limited to total of 19,214 GSF church building with maximum seating capacity of 354 seats, and a daycare facility with a maximum capacity of 20 students, or equivalent development which generates no more than 27 vehicle trips (14 in, and 13 out) during the any weekday peak hour and 331 vehicle trips (172 in and 159 out) during any Sunday peak hour. 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.
6. **Rollins Avenue at proposed Site Access:** Prior to the issuance of any building permits within the subject property, provision of a left-turn lane along southbound Rollins Avenue per DPW&T standards shall (a) have full financial assurances, (b) have been permitted for construction by DPW&T, and (c) have an agreed-upon timetable for construction with DPW&T.
7. **Rollins Avenue at Central Avenue (MD332) and Yeomen Place:** Prior to the issuance of any building permits the applicant shall submit an acceptable traffic signal warrant study to DPW&T and, if necessary, SHA for a possible traffic signal at this intersection. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as indicated above, as well as existing traffic at the direction of DPW&T, and Maryland State Highway Administration (SHA). If the signal is deemed warranted by DPW&T and/or SHA at that time, the applicant shall bond the entire cost of signal and agree to install it at a time when directed by either operating agency.
8. Development of this site shall be in conformance with Stormwater Management Concept Plan 10853-2005-00 and any subsequent revisions.

9. A raze permit is required prior to the removal of any of the structures on-site. A raze permit can be obtained through the Department of Environmental Resources, Office of Licenses and Permits. Any hazardous materials located in any structures on-site must be removed and properly stored or discarded prior to the structures being razed. A note needs to be affixed to the preliminary plan of subdivision that requires that the structures are to be razed and the well and septic systems must be properly abandoned before the release of the grading permit.
10. Prior to raze permit approval the two abandoned shallow wells found within the confines of the above-referenced property must be backfilled and sealed in accordance with COMAR 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department.
11. Prior to the issuance of building permits, the abandoned septic tank shall be pumped out by a licensed scavenger and either removed or backfilled in place in accordance with COMAR 26.04.04 and witnessed by a representative of the Health Department.