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## Preliminary Plan

**4-07078**

Application	General Data
<b>Project Name:</b> Chinese Bible Church  <b>Location:</b> Along the west side of Autoville Drive, approximately 800 feet south of its intersection with Cherry Hill Road.  <b>Applicant/Address:</b> Chinese Bible Church of College Park, Inc. 9618 Autoville Drive College Park, MD 20740  <b>Property Owner:</b> Chinese Bible Church 9618 Autoville Drive College Park, MD 20740	Date Accepted: 2/25/08
	Planning Board Action Limit: 7/14/08
	Plan Acreage: 4.73
	Zone: (Split Zoning) R-55/D-D-O & M-U-I/D-D-O
	Gross Floor Area: (existing) 9,996
	Lots: 0
	Parcels: 1
	Planning Area: 66
	Tier: Developed
	Council District: 01
	Election District: 21
	Municipality: City of College Park
	200-Scale Base Map: 212NE04

Purpose of Application	Notice Dates
Church	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-58-2003) 11/26/07
	Sign(s) Posted on Site and Notice of Hearing Mailed: 6/2/08

Staff Recommendation		Staff Reviewer: John Ferrante	
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, 4-07078  
Chinese Bible Church, Parcel A

OVERVIEW

The subject property is located on Tax Map 25, Grid D-2, and is known as Parcel 17 and Lot 1, Chinese Bible Church of Maryland, VJ 172@45. Lot 1, located along the southern portion of the property, was previously subdivided through Preliminary Plan 4-93038, which was approved by the Planning Board on September 23, 1993 for the development of a church building with 300 seats. At the public hearing on September 23, 1993, the Planning Board heard concerns from the neighboring property owners regarding landscaping and the overall design of the church building. Based upon the recommendation of the College Park City Council, and the testimony which occurred at the September 23, 1993 public hearing, the Planning Board added a condition requiring that a detailed site plan be approved by the Planning Board, or its designee, prior to the issuance of any building permits for Lot 1. The Planning Board's actions for Preliminary Plan 4-93038 are contained in PGCPB Resolution No. 93-243.

Detailed Site Plan DSP-94047 was approved by the Planning Board on March 9, 1995 for a 9,996-square-foot church building with a maximum of 279 seats. The prior approved preliminary plan and detailed site plan were for Lot 1, consisting of 2.3 acres±, in the R-55 Zone. The Chinese Bible Church has acquired the abutting 2.38-acre parcel to the north (Parcel 17), and is now proposing to construct a 22,760-square-foot building addition for a gymnasium and multi-purpose room. The proposed building addition will not include any expansion to the existing sanctuary, or any increase in the overall seat count within the sanctuary. Parcel 17, containing 2.38 acres of land along the northern portion of the site, is located within the M-U-I/D-D-O Zone, and is currently improved with a detached single-family dwelling that is proposed to be razed to make way for new development. Thru this preliminary plan, the applicant is proposing to combine Parcel 17 with Lot 1 to create one record parcel and one overall building site consisting of 4.73 acres. The new parcel will have split zoning designations consisting of 2.35 acres within the R-55/D-D-O Zone (Lot 1), and 2.38 acres within the M-U-I/D-D-O Zone (Parcel 17). Because the southern portion of the property was the subject of a prior approved detailed site plan application, and due to the entire property now being located within the Development District Overlay Zone (DDOZ) thru the adoption of the *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*, the approval of a new detailed site plan is required by the Planning Board in accordance with Section 27-548.25, and Part 3, Division 9 of the Prince George's County Zoning Ordinance.

During the review process for the prior approved detailed site plan application for Lot 1, SP-94047, the applicant was unable to fulfill the entire landscape bufferyard requirements set forth in Section 4.7 of the *Landscape Manual* along the northern and southern property lines. Along the northern property line, alternative compliance was needed due to an existing structure being located within the required building setback, and a proposed driveway to the parking compound was within the required landscape yard. Alternative compliance was also needed along the southern property line due to the proposed church building being within 30 feet of the property line, where a 40-foot building setback was required. The site was initially reviewed by the Alternative Compliance Committee as a Pre-Application,

ACP-92102 in January of 1993. The Alternative Compliance Committee reviewed a revised plan for the Chinese Bible Church on February 21, 1995, that was submitted in conjunction with Alternative Compliance Application, AC-95017. The site plan submitted for AC-95017 was in substantial conformance with the original recommendations of the pre-application review (ACP-92102), and the Alternative Compliance Committee recommended that the Planning Director approve the application with conditions. On March 2, 1995, the Planning Director approved AC-95017 with one condition. The condition within AC-95017 required that the detailed site plan be revised prior to signature approval, to extend the existing six-foot-high fence along the northern property line for approximately 120 feet.

The Alternative Compliance Committee previously required the extension of a six-foot-high, board-on-board fence for additional screening of the residential dwelling located on Parcel 17, which at the time, abutted the church site. The church has since acquired Parcel 17, and the common property line which previously separated Lot 1 and Parcel 17 is proposed to be eliminated thru this preliminary plan to create one overall building site for the church. Since this preliminary plan proposes the elimination of the property line separating Lot 1 and Parcel 17, and the construction of a new building addition in this area, the applicant will no longer be in compliance with the prior approved alternative compliance condition, which required the extension of board-on-board fencing along this same property line.

With Parcel 17 being included in the overall church property, the adjacent residential dwellings located on Parcels 14 and 16 will now share a common property line with the church, and screening measures are required in accordance with Section 4.7 of the *Landscape Manual*. Proposed structures adjacent to the northern property line of Parcel 17 would prevent the 30-foot-wide landscape bufferyard, and 40-foot-wide building setback required by Section 4.7 of the *Landscape Manual* to be fully implemented. The new proposed driveway entrance will be set back approximately ten feet from the northern property line of Parcel 17, at its closest point, and a new parking compound will be set back approximately 30 feet from the property line, when a 40-foot building setback is required by the *Landscape Manual*.

In April 2002, subsequent to the approval of the preliminary plan, detailed site plan, and alternative compliance applications for Lot 1, the *College Park US I Corridor Sector Plan and Sectional Map Amendment* was approved. If determined applicable by the Urban Design Section, the site design guidelines within the sector plan allow for a 50 percent reduction to the landscape bufferyards and building setbacks required by Section 4.7 of the *Landscape Manual* (See Page 191, S4(E)). Alternative compliance is not required for these deductions. The applicability of the site design guidelines within the sector plan, and the need for a new alternative compliance application will be determined by the Urban Design Section during the detailed site plan review.

## SETTING

The 4.73-acre property is located along the west side of Autoville Drive, approximately 800 feet south of its intersection with Cherry Hill Road. To the north and south are detached single-family dwellings located in the M-U-I/D-D-O Zone. To the west are detached single-family dwellings located in the R-55/D-D-O Zone. To the east are primarily commercial uses fronting along Baltimore Avenue, and located within the C-S-C/D-D-O and C-O/D-D-O Zones.

## FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	R-55/D-D-O (2.35 acres)	R-55/D-D-O (2.35 acres)
	M-U-I/D-D-O (2.38 acres)	M-U-I/D-D-O (2.38 acres)
Use(s)	Lot 1—Church Parcel 17—Single-Family/Residential	Church
Acreage	4.73	4.73
Lots	1	0
Parcels	1	1
Dwelling Units:		
Detached	1 (To be Razed)	0
Public Safety Mitigation Fee		N/A

2. **Environmental**—The Environmental Planning Section has reviewed Preliminary Plan of Subdivision 4-07078 for the Chinese Bible Church and Type I Tree Conservation Plan, TCPI/022/93-01, stamped as received on March 7, 2008. The Environmental Planning Section recommends approval of 4-07078 and TCPI/022/93-01 subject to conditions.

### Background

The Environmental Planning Section has previously reviewed the southern portion of this site with Preliminary Plan of Subdivision 4-93038, Type I Tree Conservation Plan TCPI/022/93, Detailed Site Plan DSP-94047, and Type II Tree Conservation Plan TCPII/043/93. A Natural Resources Inventory, NRI/43/06, was reviewed for the entire site.

### Site Description

Regulated environmental features, such as streams, wetlands, 100-year floodplain, steep slopes on highly erodible soils and severe slopes are not found to occur on the property. Based on 2005 air photos, the site is approximately 20 percent wooded. The soils found to occur on the site, according to the *Prince George's County Soil Survey*, are in the Croom, Matapeake, Sassafras, and Woodstown series. There are no nearby traffic-related noise generators. There are no designated scenic or historic roads located in the vicinity of this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur on this property or adjacent properties. According to the *Approved Countywide Green Infrastructure Plan*, two network features are located on the site consisting of an evaluation area and a network gap. The site is in the Paint Branch watershed of the Anacostia River Basin and located within the Developing Tier, as reflected in the adopted General Plan.

### Master Plan Conformance

The site is in the Langley Park-College Park-Greenbelt Planning Area. There are no specific environmental recommendations or design standards that require review for conformance.

## **Countywide Green Infrastructure Plan Conformance**

The site contains an evaluation area and a network gap within the designated network of the Countywide Green Infrastructure Plan. Of these two features, most of the site is within a designated network gap. The site has been developed for quite some time and the existing development limits the opportunities to fully establish the wooded and restored connection envisioned by the Green Infrastructure Plan; however, because of the large area of the network gap, and the site's proximity to significant environmental features, the woodland conservation threshold should be met on-site through preservation and afforestation.

According to the forest stand delineation, the existing woodlands on-site (identified as Stand A) are of good quality, and are a priority conservation area. The TCPI shows this entire stand, which is located within the network gap, to be preserved. Additionally, the TCPI proposes afforestation adjacent to Stand A in order to meet the entire requirement on-site. The TCPI, as proposed, is in conformance with the Countywide Green Infrastructure Plan. No further revisions are required with regard to green infrastructure.

## **Environmental Review**

A staff signed Natural Resources Inventory (NRI/043/06-01) was included in the preliminary plan submittal. There are no sensitive environmental features on the site, such as streams and wetlands. The site contains one stand of woodland (Stand A) totaling 0.50 acre, and three specimen trees. The preliminary plan and TCPI accurately show the information as depicted on the signed NRI. No further information regarding the NRI is necessary.

The site is subject to the Prince George's County *Woodland Conservation and Tree Preservation Ordinance* because part of the site has a prior approved Type I tree conservation plan. A Type I tree conservation plan has been submitted and reviewed.

The site has a woodland conservation threshold (WCT) of 25 percent of the net tract, or 0.83 acre; however, because the acreage of the on-site, existing woodland (0.50 acre) is less than the WCT, the existing woodland now becomes the threshold for the site. The total woodland conservation requirement for the site is 0.71 acre. The submitted TCPI shows this requirement to be met with 0.50 acre of on-site preservation, and 0.21 acre of afforestation. The TCPI is in conformance with the Woodland Conservation Ordinance.

According to the *Prince George's County Soil Survey*, the soils found to occur on the site are in the Croom, Matapeake, Sassafras, and Woodstown series. Sassafras soils have a K factor of 0.43 and are considered highly erodible and may be problematic for grading on steep or severe slopes; however, there are no steep or severe slopes located on the site. This information is provided for the applicant's benefit. No further action is needed as it relates to this preliminary plan review. A soils report may be required by the County during the permit review process. If a basement is proposed, a soils report will be required by the Department of Environmental Resources pursuant to CB-94-2004.

A stormwater management concept plan and approval letter was not included in the submittal package. However, the Department of Public Works and Transportation (DPW&T) has stated that Stormwater Management Concept Plan No. 1296-2008 is currently pending. The stormwater management concept plan application number has been properly referenced on the TCPI. Prior to signature approval of the preliminary plan, two copies of the approved stormwater management concept plan, and the associated approval letter, should be submitted to the Subdivision Section.

## 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 site will therefore be served by public systems.

3. **Community Planning**—The subject property is located in Planning Area 66, and is within Subarea 5b of the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*.

The Sector Plan recommends single-family attached and multifamily residential land uses. This application does not conform to the land-use recommendations of the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* for single-family attached and multifamily residential uses. However, churches are a permitted use in both the R-55 and M-U-I Zones, and are therefore not inconsistent with the community character.

The 2002 General Plan locates the subject property within the Developed Tier, and within a designated corridor (Baltimore Avenue US 1). The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use pedestrian-oriented, medium- to high-density neighborhoods. The vision for corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. This type of development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor. This application proposes a nonresidential land use that it is consistent with the Development Pattern policies for Corridors within the Developed Tier.

The 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment* rezoned the portion of the subject property known as Parcel 17 from the R-55 Zone to the M-U-I Zone. The sectional map amendment (SMA) also placed the entirety of the subject property within the Development District Overlay Zone (DDOZ), which requires detailed site plan review.

This application raises several design concerns that should be addressed at the time of detailed site plan review. Based on the conceptual layout, these concerns include:

- a. The amount of required parking indicated in this application exceeds the maximum permitted in the College Park US 1 Corridor DDOZ. The applicant should be directed to the parking requirements of the sector plan and associated Development District standards, which specify both minimums and maximums for parking.
- b. The existing building and proposed expansion do not meet the required build-to line for development. Autoville Drive is considered a Type II Street Edge in Subarea 5 within the College Park US 1 Sector Plan (see table, page 187), which requires a build-to line between 10 and 20 feet beyond the right-of-way. The church building is set back approximately 65 feet from the right-of-way.
- c. The proposed parking area located in front of the building is contrary to the design character envisioned by the plan. Per Standard A, Site Design S2, Parking Areas (pg. 179), “Surface parking lots shall be located to the side or rear of buildings to reduce the visual impact of parked cars and large expanses of asphalt adjacent to public streets.” This standard is especially important in the existing single-family residential community

along Autoville Drive. The conceptual layout does propose the elimination of the existing parking area in front of the church, and the construction of a new parking compound at the rear of the proposed building where it will be screened from the public street.

- d. The applicant should be aware that there is no lot coverage requirement within the College Park US 1 Corridor DDOZ for non-residential development. However, the applicant should be encouraged to provide open space to the extent possible, and is especially encouraged to preserve existing woodlands and plantings to the rear of the site.
  - e. At the time of detailed site plan, the applicant should provide additional detail on the proposed streetscape treatment along Autoville Road, as well as screening methods used to shield the air conditioning units and the existing trash dumpster from public view.
4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Prince George’s County Subdivision Regulations, this application is exempt from mandatory dedication of parkland requirements because it consists of non-residential development.
5. **Trails**—The subject property is within the College Park US 1 Corridor Development District Overlay Zone, and several design standards for public areas impact the site. These are included under P2—Sidewalks, Bikeways, Trails, and Crosswalks on page 171 of the Sector Plan.

The objective of this section is “to encourage alternative modes of transportation to the automobile by creating safe opportunities for walking and bicycling, to provide a continuous system of sidewalks and crosswalks with convenient trail connections, and to establish a comfortable and inviting pedestrian-oriented environment within the development district” (Sector Plan, page 171). More specifically, the section includes the following design standards that impact the site:

#### **Design Standard A**

All roads within the development district shall have a continuous system of sidewalks along both sides of the street.

#### **Design Standard C**

All sidewalks shall have accessible ramps and comply with Americans with Disabilities Act (ADA) regulations.

#### **Design Standard D**

A five-foot sidewalk adjacent to a private access or service road shall be furnished if no other alternative pedestrian connections are provided.

The street section for Autoville Drive north includes the provision of five-foot-wide sidewalks along both sides of the street (see page 170 of the Sector Plan). Striping for designated bike lanes can be considered comprehensively for the entire corridor at the time of road improvement or resurfacing. The Transportation Planning Section recommends a five-foot-wide sidewalk along the site’s entire street frontage of Autoville Drive. In order to comply with design Standard D, a sidewalk connection is also recommended from Autoville Drive to the proposed internal walkway located along the north side of the proposed building (south side of the proposed driveway

entrance), as demonstrated on the submitted TCPI. Conformance to the standards within the US 1 Sector Plan will be reviewed at the time of detailed site plan.

6. **Transportation**—Due to the size of the subdivision, the Transportation Planning Section did not require a traffic study be done. The findings and recommendations outlined below are based upon a review of available materials by 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, is required in the Developed Tier.

**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.

### **Staff Analysis of Traffic Impacts**

The intersection of Cherry Hill Road and Autoville Drive was determined to be the critical intersection for the subject property. In a letter received from the applicant on June 12, 2008, the addition was described to be 14,000 square feet. Later clarifications indicated that the addition was to be 22,760 square feet in size. While the applicant has described the various uses of the space, the rates within the Institute of Transportation Engineers’ “Trip Generation Manual” apply to the gross floor area. Using those rates, and adjusting them to account for the fact that the published rates assume a mix of facilities that have weekday services and those that do not, it is determined that the addition would generate 4 AM peak hour trips and 5 PM peak hour trips.

The Transportation Planning Section has no available traffic counts at the Cherry Hill Road and Autoville Drive intersection. Due to the limited trip generation of the site, the Prince George’s County Planning Board could deem the site’s impact at this location to be de minimus. This would be based upon the definition of de minimus within the Guidelines, which is “a development which generates 5 or fewer peak hour trips.” Therefore, this recommendation is based upon consideration of the impact of this proposal at the critical intersection to be de minimus.

It is noted that the Planning Board approved the previously submitted Preliminary Plan of Subdivision 4-93038, with a condition that would not allow the applicant to hold any on-site church activities (excluding normal business or counseling) during non-holiday AM and PM weekday peak periods (7:00–9:00 a.m.), and (4:00–6:00 p.m.). Given that the existing church building was developed under this restriction, it is recommended that this condition be carried forward with the current plan.



Given the location of the subject property, all of the traffic generated by this development will utilize the intersection of Cherry Hill Road and Autoville Drive. This intersection is currently unsignalized. Due to the existing operational problems at this location, the College Park US 1 Corridor Sector Plan recommended that Autoville Drive be relocated approximately 300 feet to the west of its current northern terminus at Cherry Hill Road, and to be directly opposite the signalized driveway intersection which serves the existing shopping center located north of Cherry Hill Road. While this is a needed improvement for circulation in the area, given the de minimus impact of this site, it cannot be made a condition of approval for this application. The plan reflects adequate dedication of 30 feet from centerline along Autoville Drive.

### **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.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section have concluded that the review of this preliminary plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations, CB-30-2003 and CR-23-2003, is not necessary because the development is a non-residential use.
8. **Fire and Rescue**—The Special Project Section has reviewed the preliminary plan application for fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01 (e)(1)(B)-(E) of the Subdivision Ordinance.

The existing engine service at Branchville Fire/EMS Company 11, located at 4905 Branchville Road, has a service travel time of 3.10 minutes, which is within the 3.25-minute travel time guideline.

The existing paramedic service at College Park Fire/EMS Station, Company 12, located at 8115 Baltimore Avenue, has a service travel time of 1.76 minutes, which is within the 7.25-minute travel time guideline.

The existing ladder truck service at College Park Fire/EMS Station, Company 12, located at 8115 Baltimore Avenue, has a service travel time of 1.76 minutes, which is within the 4.25-minute travel time guideline.

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

9. **Police Facilities**—The 2002 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 and they are:

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

guideline of 141 square feet per 1,000 residents, 116,398 square feet of space for police is needed. The current amount of space, 267,660 square feet, is above the guideline.

The proposed development is within the service area for Police District I, Hyattsville.

10. **Health Department**—The Environmental Engineering Program has reviewed the preliminary plan of subdivision for the Chinese Bible Church and notes that a raze permit must be obtained through the Department of Environmental Resources (DER) prior to the removal of any existing buildings. Any hazardous materials located in the structures must be removed and properly stored or discarded prior to the structures being razed.
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 No. 1296-2008 has been submitted, but not yet approved. Prior to signature approval of the preliminary plan of subdivision, the applicant should submit two copies of the approved stormwater management concept plan, signed by DPW&T, and two copies of the concept approval letter. The stormwater management concept plan approval number and approval date should be delineated on the preliminary plan and TCPI. Any required stormwater management facilities should be shown on the TCPI.
12. **City of College Park**—At the time of the writing of this staff report, no comments have been received from the City of College Park. Currently, the City of College Park has a work session scheduled for July 1, 2008, and the City Council is scheduled to hear the case on July 8, 2008. Because the College Park City Council is not scheduled to hear this case until after the Planning Board hearing on July 3, 2008, the City's Planning Department is making efforts to have a special session scheduled on July 1, 2008. If a special session can be accommodated by the College Park City Council, prior to the Planning Board hearing, the Council's recommendation will be forwarded to the Planning Board in writing, and any concerns regarding the subject application will be verbally presented to the Planning Board at the time of public hearing.
13. **Urban Design**—The preliminary plan proposes the subdivision of a 4.73-acre property located within the R-55 and M-U-I Zones, and proposes an addition to an existing church. The property is located within the College Park Development District Overlay Zone, and is designated as Subarea 5b within the 2002 *Approved College Park US 1 Corridor Sector Plan and Sectional Map Amendment*. Because the church is located within the Development District Overlay Zone (DDOZ) and the proposed building addition constitutes an increase in gross floor area by more than 20 percent, it will be subject to detailed site plan review.

#### **Conformance with the *Landscape Manual***

The site is subject to Section 4.2 (Commercial and Industrial Landscaped Strip Requirements), Section 4.3 (Parking Lot Requirements), Section 4.4 (Screening Requirements), and Section 4.7 (Buffering Incompatible Uses) of the *Landscape Manual*. The site's conformance with the *Landscape Manual* will be reviewed at the time of detailed site plan.

It should be noted that based on DDOZ site design standard S4(E), the minimum landscape bufferyard requirements under Section 4.7 may be reduced by 50 percent.

The preliminary plan shows landscape bufferyards which vary between 10 feet wide and 30 feet wide along the common property lines which separate the church from the abutting single-family detached houses. The applicant will need to provide a Type "C" bufferyard which consists of a

20-foot-wide building setback, and a 15-foot-wide landscaped yard (after the 50 percent DDOZ reduction) along all property lines which abut existing single-family dwellings.

The plan shows a 10-foot-wide buffer adjacent to the existing 20-foot-wide right-of-way easement that runs along the southern and western sides of the property. The easement provides the adjacent acreage parcels, to the west of the church, with direct access to a public street. The bufferyard requirements for the southern and western property lines will need to be determined at the time of detailed site plan review. The abutting right-of-way easement was previously authorized by the Planning Board as part of prior subdivision applications, VJ 172@45 and WVN 41@52, and therefore, would be considered a street (27-107.01(225)) for the purposes of determining the required setbacks and landscape buffers. However, the prior approved Detailed Site Plan (DSP-94047), and the prior approved Alternative Compliance Application (AC-95017), required that Section 4.7 of the *Landscape Manual* be applicable along the common property line which separates the church from the adjacent 20-foot-wide right-of-way easement.

Lot 1 has street frontage along Autoville Drive as well as the 20-foot-wide private right-of-way for ingress/egress. The applicant is not proposing to access the church, including the parking lot, via the private right-of-way. Access to the church and parking lot will be from Autoville Drive. However, the one-story structure, located behind the existing church building on Lot 1, will continue to be used as a parsonage, and will be allowed to use the private right-of-way pursuant to the deed for this portion of the property (Liber 7956, Folio 330). As proposed, the layout of the site will not allow access to the existing parsonage structure from the church's parking lot. Therefore access to the existing parsonage will continue to be via the private right-of-way for ingress/egress. Nevertheless, with the exception of the on-site driveway parking that is located directly in front of the parsonage, and used to support the parsonage only, all on-site parking for the church must be accessed from Autoville Drive.

### **Other Design Issues**

When a detailed site plan is reviewed for the site, it will have to meet the standards of the College Park US 1 Corridor Sector Plan. The DDOZ standards include a number of requirements with regard to site design, architecture, parking, signage, and streetscapes. These requirements should be thoroughly addressed when the detailed site plan is submitted.

The preliminary plan currently lists setbacks for the property (note No. 16), which are standard building setbacks for the R-55 Zone. However, because the property is within the DDOZ, it is subject to build-to line requirements which supersede the front yard setback. The DDOZ standards require that buildings in Area 5 should respect a build-to line that is 10 to 20 feet behind the ultimate right-of-way line.

Since the site improvements and setback information should be reviewed only at the time of detailed site plan, the Urban Design Section recommends that the notes relating to setback information be removed from the Type I tree conservation plan and the preliminary plan of subdivision, so that future development on the site may be assured to proceed in accordance with the DDOZ standards.

### **Urban Design Section Recommendations**

Based on the foregoing analysis, the Urban Design Section recommends approval of Preliminary Plan of Subdivision 4-07078, subject to conditions.

14. **Historic**—A Phase I archeological survey is not recommended on the property located at 9618 and 9620 Autoville Drive in North College Park. 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. A majority of the property has been impacted by modern construction. However, the applicant should be aware that there are ten known archeological sites within a one-mile radius of the subject property. Eight of these sites are prehistoric archeological sites located along nearby Paint Branch. One of the sites is an early 20<sup>th</sup> Century field dump, and one site is a multi-component historic and prehistoric site. In addition, there are four Historic Sites, Brown’s Tavern (#66-001), La Valle House (#66-027-25), Bowers-Sargent House (#66-027-28), and Baker-Holliday House (#66-027-24); and one Historic Resource, Buck Singleton House (#66-015), within a one-mile radius of the subject property.

Tax and deed records indicate that the existing house on Parcel 17 was built in 1916. A search of the deed records indicates that the house was probably built for Maggie C. Downs, a daughter of William R. Baker. The Bakers owned the property until the 1970s.

### **Recommendations**

The Historic Preservation Section recommends that the existing house on Parcel 17 be recorded on a Maryland Inventory of Historic Properties form prior to its demolition, which includes a floor plan and representative interior and exterior photographs. A copy of the form should be submitted to the Historic Preservation Section for review and approval prior to signature approval of the preliminary plan of subdivision.

## **RECOMMENDATION**

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision the plan shall be revised as follows:
  - a. Remove the “proposed” centerline along Autoville Drive, and only show the existing centerline.
  - b. Revise the right-of-way dedication to demonstrate that 30 feet from the existing centerline will be dedicated to public use.
  - c. Remove all other dimensions within the Autoville Road right-of-way, and label Autoville Road as having a 60-foot-wide right-of-way width in accordance with the College Park US 1 Corridor Sector Plan.
  - d. Provide dimensions for all structures, and the gross floor area for the existing church building, the proposed building addition, and the existing parsonage located on Lot 1.
  - e. Remove the proposed loading space from the TCPI.
  - f. Provide a clear delineation of the limits of the western portion of the front parking area, which demonstrates that there is an existing western driveway entrance.

- g. Remove note No. 16 from the preliminary plan and the TCPI relating to required building setbacks.
  - h. Delineate the entire limits of the existing driveway that is located within the 20-foot-wide private right-of-way easement using a darker/bolder font so that it can be clearly distinguished from the overhead power lines that are shown within the easement. Show the northern and southern limits of the driveway which extends through the WSSC sewer easement to serve Parcel 21.
  - i. Revise the label for the 20-foot-wide private right-of-way easement to indicate that the easement is also serving Parcel 21.
  - j. Label abutting Parcel 20 on the preliminary plan, and abutting Parcel 21 on the TCPI.
  - k. Provide a general note on the plan which provides the acreage of the property by zoning category (R-55/DDOZ and M-U-I/DDOZ), and revise general Note 2 to provide a correct acreage for Parcel 17 (2.38 acres). Remove any reference to the “Residue” of Lot 1, and provide one overall gross tract area for Lot 1 (2.35 acres).
  - l. Remove the two separate right-of-way dedication lines, and the two separate 10-foot-wide, public utility easements shown on Lot 1. Once the right-of-way dedication is shown correctly across the entire property at 30 feet from the existing centerline of Autoville Drive, delineate one 10-foot-wide, public utility easement continuous and adjacent to the public right-of-way, and update the square footage of the proposed dedication area.
  - m. Revise general Note 14 on the preliminary plan and the TCPI from stating that no rare, threatened, or endangered species were observed on the site during a field visit, to “By letter dated September 7, 2007, from the Maryland Department of Natural Resources, Wildlife and Heritage Service, no rare, threatened or endangered species occur within the boundaries of the subject property.”
  - n. Provide a general note which indicates that this property is subject to the requirements within the College Park US 1 Corridor Sector Plan.
  - o. Revise general Note 28 to remove the reference to DSP-94097, and update this note to provide the correct application number for the prior Detailed Site Plan (DSP-94047). Also include a reference within general Note 28 to the prior approved Alternative Compliance Application (AC-95017).
  - p. Designate the property as one overall parcel, (Parcel A), and delineate the existing property line located between Lot 1 and Parcel 17, as a zoning line only.
  - q. Label the existing one-story brick building on Lot 1 as “rectory/parsonage.”
- 2. At the time of detailed site plan, a Type II tree conservation plan shall be approved.
  - 3. Development of this site shall be in conformance with Stormwater Management Concept Plan, No. 1296-2008, and any subsequent revisions.

4. Prior to the issuance of the first building permit, all afforestation and associated permanent protection fencing shall be installed. Certification prepared by a qualified professional may be used to provide verification that the afforestation has been completed. It must include, at a minimum, photos of the afforestation areas and the associated fencing for each lot with labels on the photos identifying the locations, and a plan showing the locations where the photos were taken.
5. Development of this subdivision shall be in conformance with approved Type I Tree Conservation Plan (TCPI/22/93-01). The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/22/93-01) and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince Georges County Planning Department.”
6. Prior to signature approval of the preliminary plan, the applicant, the applicant’s heirs, successors and or assignees, shall record the existing dwelling located on Parcel 17 on a Maryland Inventory of Historic Properties (MIHP) form. Two copies of the MIHP form shall be submitted to the Historic Preservation Section prior to signature approval of the preliminary plan.
7. In conformance with the Adopted and Approved College Park US 1 Corridor Sector Plan and Development District Standards, the applicant, the applicant’s heirs, successors and/or assignees shall provide the following:
  - a. The installation of a five-foot-wide sidewalk along the subject property’s entire street frontage of Autoville Drive, unless modified by the City of College Park. The sidewalk shall include curb cuts that comply with ADA regulations.
  - b. A sidewalk connection and crosswalk from Autoville Drive to the proposed internal sidewalk along the north side of the proposed building (south side of the proposed driveway entrance), unless modified by the City of College Park.
8. Prior to the approval of a final plat, the applicant, the applicant’s heirs, successors and/or assignees shall have a detailed site plan approved by the Planning Board in accordance with Part 3, Division 9 of the Zoning Ordinance.
9. Prior to the removal of any of the existing structures, a raze permit must be obtained through the Department of Environmental Resources, Office of Licenses and Permits. Any hazardous materials located in the structures must be removed and properly stored or discarded prior to the structures being razed.
10. Prior to signature approval of the preliminary plan of subdivision, the applicant shall submit two copies of the approved stormwater management concept plan, signed by DPW&T, and two copies of the concept approval letter. The stormwater management concept plan approval number and approval date shall be delineated on the preliminary plan and TCPI. Any required stormwater management facilities shall be shown on the TCPI.

11. A note shall be placed on the final plat of subdivision stating the following:  
“With the exception of parking provided on the existing driveway near the western property boundary, all on-site parking shall be accessed from Autoville Drive only.”
12. No church functions (excluding normal business or counseling) shall be allowed during non-holiday weekday morning (7:00–9:00 a.m.) and evening (4:00–6:00 p.m.) peak hours.
13. Total development within the subject property shall be limited to the existing church facilities plus 22,760 square feet of additional church facilities, or equivalent additional development (beyond the existing church facilities), which generates no more than 4 AM peak hour and 5 PM peak hour vehicle trips. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
14. At the time of final plat, the applicant, the applicant’s heirs, successors and/or assignees shall dedicate right-of-way along Autoville Drive of 30 feet from the existing centerline.

STAFF RECOMMENDS APPROVAL OF TYPE I TREE CONSERVATION PLAN, TCPI/22/93-01.