



Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>.

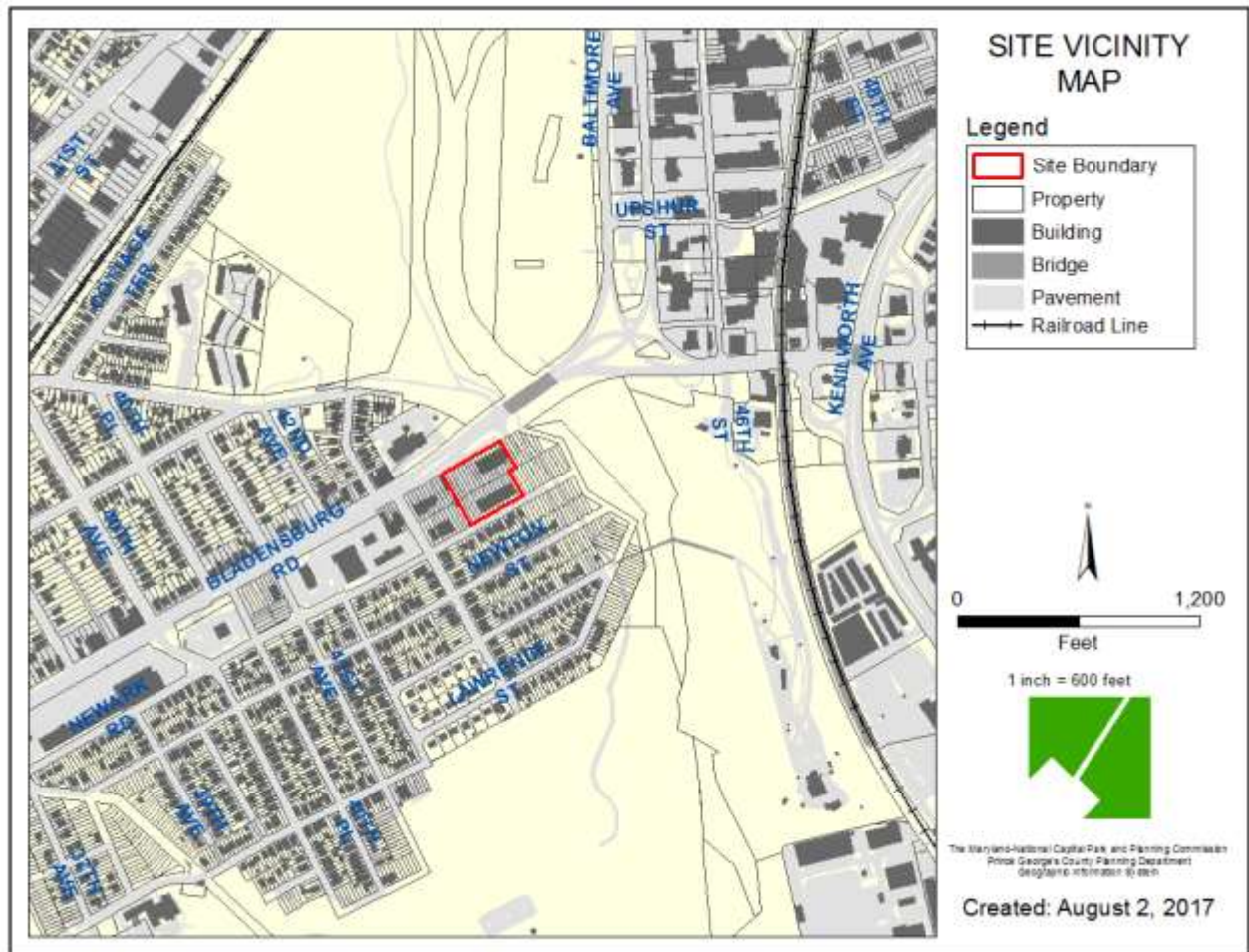
Detailed Site Plan Chesapeake Bay Critical Area Conservation Plan

**DSP-17037
 CP-17005**

Application	General Data	
Project Name: Eritrean Church Location: Located on the south side of Bladensburg Road, approximately 250 feet east of its intersection with 43rd Avenue. Applicant/Address: Eritrean Orthodox Tewahdo Church 150 South Street, NW Washington, DC 20001	Planning Board Hearing Date:	05/24/18
	Staff Report Date:	05/11/18
	Date Accepted:	02/05/18
	Planning Board Action Limit:	05/31/18
	Plan Acreage:	2.16
	Zone:	M-X-T/D-D-O/ I-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	24,000 sq. ft.
	Planning Area:	68
	Council District:	05
	Election District	02
	Municipality:	Colmar Manor
	200-Scale Base Map:	205NE04

Purpose of Application	Notice Dates	
Conversion of existing warehouse buildings for use as a church and multipurpose building.	Informational Mailing:	08/08/17
	Acceptance Mailing:	01/25/18
	Sign Posting Deadline:	04/24/18

Staff Recommendation		Staff Reviewer: Ruth E. Grover, MUP, AICP Email: Ruth.Grover@ppd.mncppc.org Phone Number: 301-952-4317	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-17037
Chesapeake Bay Critical Area Conservation Plan CP-17005
Eritrean Church

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION CRITERIA

This conservation plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Chesapeake Bay Critical Area (CBCA) Intense Development Overlay (I-D-O) Zone.

This detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*;
- b. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use Transportation-Oriented (M-X-T) and Development District Overlay (D-D-O) Zones and the site design guidelines;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The detailed site plan (DSP) is for conversion of two existing warehouse buildings for use as a church and multipurpose building.
2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	M-X-T/D-D-O/I-D-O	M-X-T/D-D-O/I-D-O
Use	Warehouses	Church/Multipurpose Building
Acreage	2.16	2.16
Lots	32	32
Gross Floor Area (GFA) (sq. ft.)	24,000	24,000

OTHER DEVELOPMENT DATA

Parking requirements per the 2009 Approved Port Towns Sector Plan and Sectional Map Amendment

The following table outlines the parking that is required within the Port Towns D-D-O Zone for the proposed development:

Use*	Description**	Minimum Required***	Maximum Allowed***	Total Provided
Church–600 seats	1 space per 4 seats	120	150	123
Recreation Hall–364 occupants	1 space per 3 seats	98	122	122
Classrooms–130 occupants	1 space per 3 students	36	44	44
Office and Kitchen–5 occupants	1 space per 4 seats in other rooms occupied at the same time as the auditorium	1	1	1
	Greatest Total*	120	150	123****

Notes:

*The applicant will use only the church, the recreational hall, or the classrooms at one time, and not concurrently.

**This describes the Zoning Ordinance requirement for the proposed uses.

***The 2009 Port Towns Sector Plan and Sectional Map Amendment stipulates that a minimum of 80 percent of the parking required by Section 27-568 of the Zoning Ordinance be provided and that the maximum cannot exceed 100 percent of that requirement.

****The parking provided includes 177 on-site spaces and 6 on-street spaces, for a total of 123 spaces.

Loading Required: 1 space
Loading Provided: 1 space

3. **Location:** The subject site is located on the south side of Bladensburg Road, approximately 250 feet east of its intersection with 43rd Avenue. The subject site is also in Planning Area 68 and Council District 5.
4. **Surrounding Uses:** The subject property is bounded to the northwest by Bladensburg Road, with commercial uses in the Mixed Use Transportation-Oriented (M-X-T) Zone and vacant land in the Reserved Open Space (R-O-S) Zone beyond; to the northeast by vacant land in the M-X-T and R-O-S Zones; to the southeast by single-family detached homes in the One-Family Detached Residential (R-55) Zone; and to the southwest by commercial and industrial uses in the M-X-T Zone.
5. **Previous Approvals:** The subject property is located on Tax Map 50 in Grids B3, B4, C3, and C4, consists of 2.16 acres, and is known as Lots 18–34 and 58–72 of the Lennox subdivision recorded in Plat Book RNR 2–54 on May 29, 1920. The site was the subject of Permit 2952-94-CU, issued in 1994, and Permit 976-2012-U for the former National News Agency for newspaper publishing and printing. Lastly, the site is the subject of Stormwater Management (SWM) Concept Plan 52791-2016-0, approved by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) on November 17, 2017, which is valid until November 17, 2020.
6. **Design Features:** The subject site is currently developed with two buildings; one closer to Bladensburg Road measuring approximately 9,600 square feet, with a 2,400-square-foot mezzanine (Building A), and the second measuring approximately 12,000 square feet (Building B) located along the southern property line, adjacent to Newark Road. The buildings are surrounded primarily by asphalt parking areas, with 1.79 acres of pavement on the 2.16-acre site. The applicant does not propose to add impervious surface to the site or to construct additional buildings as part of the DSP. Instead, the DSP will reduce impervious surfaces on the site by 468 square feet through the reconfiguration of the parking areas.

The application requests redevelopment of Building A as a church and Building B as a multipurpose building containing classrooms, recreational areas, and meeting space. The applicant is in negotiations with the Town of Colmar Manor and hopes that Building B will eventually be used for municipal community functions as well, which may require a revision to the DSP. At present, the improvements would be limited to façade improvements, repaving and restriping the parking areas, and the addition of signage to the site.

Façade Improvements

Architectural improvements, which are primarily focused on Building A, include two domes and fenestration including a variety of window designs and architectural detail, with the remainder of the building being rectilinear. All four façades of the rectilinear portion have a structurally separate screen applied for decorative purposes. The details include a concrete base, a masonry wall, planters, and a repeating pattern of stone arches and top-rounded linear windows. All but one façade has a section of pedimented roof, and new handicap ramps provide accessibility to the building. Crosses are an identifying and decorative item on the top of the domes, in the pediments, and atop portions of the colonnade.

The architectural improvements to Building B are much simpler than that of Building A. It is almost entirely rectilinear with an organized pattern of fenestrations and a muted color scheme utilizing two brown tones for the masonry, with accents in green above, below, or between windows. The roofline is entirely flat and unadorned.

Parking Lot

The parking lot will be repaved and striped, increasing the number of spaces, but staying within the numerical requirements for parking in the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment* (Port Towns Sector Plan and SMA). The required number of handicap parking spaces and some compact parking spaces are provided with the new striping, which yields several more parking spaces and assists the design in meeting the parking requirement.

Signage

The applicant has proposed a 16-square-foot (8-foot in length and 2 feet in height) back-lit building-mounted sign for the church and an approximately 14-square-foot (1.25 feet in width and 11.38 feet in height) externally lit sign for Building B. As internally lit signs are not permitted by the Port Towns Sector Plan and SMA, a condition of this approval requires that the church sign design be revised prior to certificate approval. Staff finds the sign presented for Building B acceptable.

See Finding 8 of this report for a more detailed description of conformance of the requested improvements to the requirements of the Port Towns Sector Plan and SMA.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Chesapeake Bay Critical Area Ordinance:** The site is located within the Chesapeake Bay Critical Area (CBCA) Intense Development Overlay (I-D-O) Zone; therefore, the site is subject to the CBCA regulations. The purposes of the I-D-O Zone, as outlined in Section 27-548.13 of the Prince George's County Zoning Ordinance, are to accommodate existing residential, commercial, or industrial land uses within the CBCA; to promote new residential, commercial, and industrial land uses in accordance with development intensity limits designated for the I-D-O Zone in this Subtitle; to conserve and enhance fish, wildlife, and plant habitats; and to improve the quality of runoff that enters the tributary streams of the Chesapeake Bay from developed areas. The regulations concerning the impervious surface ratio, density, slopes, and other provisions for new development in the I-D-O Zone are contained in Subtitle 5B of the Prince George's County Code, as follows:

Section 5B-113. – Intense Development Overlay (I-D-O) Zones.

- (e) **Development standards. The following development standards must be demonstrated within the I-D-O Zone:**

- (1) **For redevelopment plans, opportunities to reduce impacts on water quality generated by existing development shall be analyzed;**

The applicant is providing micro-bioretenion areas to satisfy the CBCA's 10 percent pollution reduction, in accordance with the approved SWM concept plan, fulfilling this requirement.

- (2) **Urban Best Management Practices (BMPs) for stormwater treatment shall be considered and, where appropriate, implemented as part of all plans for development and redevelopment;**

As noted above, the site plan shows bioretention areas that will address quality control for stormwater runoff.

(3) Stormwater shall be addressed in accordance with the following provisions:

- (A) Development or redevelopment projects shall use technologies as required by applicable ordinances in order to minimize adverse impacts to water quality caused by stormwater.**
- (B) In the case of redevelopment, if these technologies do not reduce pollutant loadings measured by use of the keystone pollutant method by at least 10 percent below the level of pollution on the site prior to redevelopment, then offsets shall be provided.**

Guidance for compliance with this requirement is provided in the *Critical Area 10% Rule Guidance Manual – Fall 2003* and as may be subsequently amended.

- (C) In the case of new development, offsets shall be used if they reduce pollutant loadings by at least 10 percent of the pre-development levels. Guidance for compliance with this requirement is provided in the *Maryland Chesapeake and Atlantic Coastal Bays Critical Area 10% Rule Guidance – Fall 2003* and as may be subsequently amended.**
- (D) Offsets may be provided either on or off site, provided that water quality benefits are equivalent, that the benefits are obtained within the same watershed, and that the benefits can be determined through the use of modeling, monitoring or other computation of mitigation measures. Guidance regarding offsets is provided in the *Maryland Chesapeake and Atlantic Coastal Bays Critical Area 10% Rule Guidance – Fall 2003*.**

A copy of the SWM Concept Plan, 52791-2016-0, approved on November 17, 2017 and valid until November 17, 2020, was submitted with the subject application. The concept plan demonstrates that 438 square feet of impervious surface will be replaced with SWM and landscape areas, for a net decrease in lot coverage. The conservation plan (CP) is consistent with the approved concept plan. However, the correct 10 percent CBCA worksheet has not been included on the CP. Therefore, a condition of this approval requires that the correct Environmental Site Design (ESD) worksheet be included on the CP prior to certificate approval, demonstrating conformance with the 10 percent pollution reduction requirement.

(4) There is no Critical Area lot coverage maximum in the I-D-O, however, where practicable, permeable areas shall be established in vegetation, and whenever possible, redevelopment shall reduce existing levels of pollution.

As stated above, the applicant will be required, by condition of this approval, to complete the correct ESD worksheet and include it on the CP prior to certificate approval, demonstrating conformance with the 10 percent pollution reduction

requirement, which meets a portion of this requirement. Though the applicant is exempt from the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), the applicant has included some vegetation on the site, which will assist in reducing existing levels of pollution. Therefore, the applicant has fulfilled this requirement.

(5) **Areas of public access to the shoreline, such as foot paths, scenic drives and other public recreational facilities, should be maintained and, if possible, encouraged to be established within the I-D-O.**

Though the subject project is proximate to the Anacostia River, the application is limited to improvements to the architectural façades of the buildings, parking, and signage. Should the property be redeveloped at a future date, the above requirements would more appropriately apply at that time.

In conclusion, staff finds that the proposal meets the development standards for the I-D-O Zone. Staff also notes that a Chesapeake Bay Conservation and Planting Agreement is required to be recorded in the Prince George's County Land Records for development of the site.

8. **2009 Approved Port Towns Sector Plan and Sectional Map Amendment**—The project is located within the land area covered by the Port Towns Sector Plan and SMA. More particularly, it is located in the Bladensburg Road Gateway/Main Street Character Area. Generally, projects that involve an increase of less than 10 percent gross floor area (GFA) do not have to show compliance with pertinent character area development standards (page 150). However, as also stated therein: "All applications for subdivision, permits for construction of façade or building additions, renovations including signage, parking and loading, and fencing beyond routine maintenance and repair on these sites shall comply with the standards." Therefore, the proposed improvements to the architectural façades, signage, and parking are subject to the development district standards.

The Port Towns Sector Plan and SMA describes the Bladensburg Road Gateway/Main Street Character Area as a mixture of commercial uses and identifies the key planning issues in the area as transforming the existing auto-related corridor into a more pedestrian-friendly and mixed-use boulevard; preserving and enhancing existing residential neighborhoods, while providing an adequate transition to uses along Bladensburg Road; making historic resources in the area more accessible and visible; and improving and expanding the open space network. Conditions in the Recommendation section of this report require bicycle racks and sidewalks along Newark Road, from Bladensburg Road to the church entrance, and from Newark Road to Building B, in accordance with the expressed goal for the character area to make it more pedestrian-friendly and to preserve and enhance the existing residential neighborhoods.

The subject project has been reviewed for conformance with the development district standards applicable to the proposed improvements regarding architecture, parking, and signage. Each relevant standard is included in **boldface** type below, followed by staff comment:

Blank lengths of wall exceeding 20 linear feet are prohibited on all Build-To-Lines.
(page 180)

There are no blank lengths of wall exceeding 20 linear feet on any of the façades, in accordance with this requirement.

The minimum surface parking spaces shall be 80 percent of the minimum required parking and loading as stated in Section 27-568 (a) of Part II of the Zoning Ordinance. (page 198)

The maximum number of surface parking spaces shall be equal to the minimum required by required parking and loading as stated in Section 27-568 (a) of the Zoning Ordinance. (page 198)

The required parking for the site, pursuant to Section 27-568(a) of the Zoning Ordinance, is 150 spaces. Eighty percent of that amount is 120 spaces. The applicant has provided a total of 123 spaces in accordance with these requirements.

Prohibited Signs: Billboards, free-standing pole signs, monument signs, marquees, any kind of animation, roof signs, and signs painted on the exterior walls of buildings are prohibited. No internally lit, flashing, traveling, animated, or intermittent lighting may be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising devices located outside any building shall not be permitted, pursuant to county regulations. (page 196)

The submitted Church Building Exterior Signage Detail submitted for the project indicates that it will be back-lit in, contravention with this requirement. Therefore, a proposed condition in the Recommendation section of this report would require that, prior to certificate approval, the sign detail be revised to eliminate the back-lighting, with final design of the sign subject to approval by the Urban Design Section, as designee of the Planning Board. Staff notes that the second sign proposed for the project (Building B Exterior Signage) is lit externally and is, therefore, permissible.

9. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, the D-D-O Zone, and the site design guidelines of the Zoning Ordinance:

- a. Section 27-285(b)(2) of the Zoning Ordinance states the following:

(2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).

With respect to the requirement of the M-X-T Zone for approval of a conceptual site plan, the sector plan (page 152) states that “the D-D-O-Z and the Development District Standards meet the purposes of and requirements for a conceptual site plan as set forth in Section 27-272 and Section 27-273, thereby serving as the conceptual site plan for properties zoned M-X-T within the development district and satisfying the requirements of Section 27-547(d).”

- b. In accordance with Section 27-546(d) of the Zoning Ordinance, the Planning Board must make the following findings, in addition to the requirements of Section 27-285(b), for approval of a DSP in the M-X-T Zone, as follows:

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

- (1) The proposed development is in conformance with the purposes and other provisions of this Division;**

The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542(a), as follows:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The subject project will beautify the site and activate it, bringing members and nonmembers to the site. It will promote the orderly redevelopment of the land in its vicinity and create an amenity for residents in accordance with this purpose.

- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

The subject project will further the stated goal of the Bladensburg Road Gateway/Main Street Character Area in transforming the existing auto-related corridor into a more pedestrian-friendly and mixed-use boulevard by providing additional sidewalks on and off the site. It will also add an institutional use to the mix of uses along this main street, in accordance with this purpose.

- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

The subject project will include a church, classrooms, and meeting and recreational space. In addition, the applicant has indicated that they hope to use the multipurpose building for larger community functions. This mix of uses existing on a single site serves this purpose.

- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

There are three bus stops and a mix of uses in the vicinity of the subject site, in accordance with this purpose. Additionally, bicycle racks and sidewalks are being proposed as conditions in the Recommendation section of this report, which would further serve this purpose.

- (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The church use, complemented by the variety of activities that will take place in the multipurpose building, will further this purpose, as a number of activities will take place at various hours and would be available to people who live, work, or visit the area.

- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

Though the uses on the site are primarily institutional, these uses will blend harmoniously with the variety of land uses in the vicinity of the subject property, in accordance with this stated purpose.

- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The proposed architecture is expressive of the internal function of the two buildings. The church is much more ornate and has a greater degree of form, massing, and architectural detail. The multipurpose building, which will be used for classrooms, meetings, and recreational activities, is of a simpler utilitarian design. It may be said that the project creates dynamic functional relationships among individual uses within a distinctive visual character and identity, in accordance with this stated purpose.

- (8) **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

The approved SWM Concept Plan, 52731-2016-00, dated November 17, 2017, for the site shows the stormwater being directed from the roof tops of each building into a bioretention area for pretreatment before discharging off-site along Newark Road, in accordance with current best management practices. Also, conversion of the existing industrial buildings to a new use

represents efficiencies in use of existing infrastructure and public facilities.

(9) To permit a flexible response to the market and promote economic vitality and investment; and

The existing industrial buildings would be repurposed to an institutional use, in accordance with this purpose, and would promote economic vitality by upgrading the structures on the site and bringing more people into the area.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

The architectural design is innovative and expressive of the interior functions of the two buildings on-site. The freedom allowed, within the parameters of the development district standards of the Port Towns Sector Plan and SMA, gave incentive to the developer to develop an excellent adaptive reuse of the structures, contributing to the physical, social, and economic fabric of the surrounding area.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

The subject project was placed in the M-X-T Zone, with a D-D-O Zone, through the Port Towns Sector Plan and SMA. The DSP is in conformance with the development district standards for the proposed improvements. See Finding 8 for a detailed description of that conformance.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The proposed development has an outward orientation, with the more ornate building located along Bladensburg Road. The architectural conversion of the existing buildings on the subject property may, in fact, catalyze other similar redevelopment in the vicinity of the subject site.

- (4) **The proposed development is compatible with existing and proposed development in the vicinity;**

The proposed development is compatible with the adjacent residential community. In fact, some people living in the area may decide to attend the church and some congregants may relocate to the area to be proximate to the church.

- (5) **The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The mix of uses, church, school, meeting, and recreational space on-site, creates a cohesive and sustainable development, which will contribute to the quality and stability of the adjoining neighborhoods.

- (6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The applicant is planning to develop the smaller building as a church first, followed by renovation of the larger building as a multipurpose building. Each building phase is designed as a self-sufficient entity, but will be effectively integrated with the subsequent phase, as congregants will utilize both facilities.

- (7) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

The subject site's existing pedestrian network would be augmented by conditions of this approval requiring a sidewalk along the Newark Road frontage, a sidewalk connection from the existing sidewalk along Bladensburg Road to the church entrance, and one from Newark Road to the multipurpose building entrance. With these improvements, the subject project is in conformance with this required finding.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial);**

Decorative paving will be used in front of both buildings so as to provide an enhanced environment for pedestrians. Landscaping, screening, and lighting have been provided on the site. Street furniture is noticeably absent from the design and its inclusion would assist the project in meeting this required finding. Therefore, a proposed condition in the Recommendation section of this report would require that street

furniture, notably several benches of a durable and aesthetically pleasing design, be added proximate to each of the two buildings.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This finding is not applicable, as the subject application is a DSP.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

The Transportation Planning Section has reviewed this aspect of the subject plan in detail and concluded that the proposed development will operate adequately during weekday peak hours, as well as, the Sunday peak period. See Finding 13e for the Transportation Planning Section's detailed analysis of this required finding.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548. (CB-1-1989; CB-26-1991; CB-13-2002; CB-78-2006)**

The subject site contains a total of 2.16 acres. Therefore, this requirement does not apply.

- c. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

- (a) **Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

As the subject project is located in the area covered by the Port Towns Sector Plan and SMA, regulations for proposed improvements are subject to the development district standards therein. See Finding 8 for a detailed discussion of conformance to those requirements.

Section 27-548. M-X-T Zone.

- (a) **Maximum floor area ratio (FAR):**
1. **Without the use of the optional method of development — 0.40 FAR; and**
 2. **With the use of the optional method of development — 8.00 FAR.**

The proposed floor area ratio (FAR) is 0.255, which is below the maximum FAR of 0.4. The subject project is in conformance with this requirement.

- (b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The proposed land uses are permitted in the M-X-T Zone, will be located in two buildings, and the project site is comprised of 32 lots. The subject project is in conformance with this requirement.

- (c) **Except as provided for in this Division, the dimensions for the location, coverage and height of all improvements shown on the Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone**

Though improvements on the site were largely pre-existing, the proposed development regulations are as shown on the DSP.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The subject project is exempt from the requirements of the Landscape Manual under the D-D-O Zone. However, the applicant is providing some landscaping on-site, which helps further the purposes of the M-X-T Zone.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The property proposes a FAR of 0.255, based on the guidelines set forth above.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

This project is not subject to this requirement, as the construction of new structures is not proposed.

- (g) **Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

The subject property has frontage on the south side of Bladensburg Road and the north side of Newark Road, in accordance with this requirement.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten**

(10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages are preferred to may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

As no townhomes are proposed as part of this development, the project is not subject to this requirement.

- (i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

As no multifamily buildings are proposed as part of this development, the project is not subject to this requirement.

- (j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density,**

setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

This requirement is inapplicable to the subject project.

- d. The DSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as follows:

The site is generally in conformance with the relevant site design guidelines for the few proposed improvements to the site. For instance, parking and loading is designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces are located to provide convenient access to major destination points on the site.

10. **2010 Prince George's County Landscape Manual:** Section 27-548 of the Zoning Ordinance states that landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the Landscape Manual. The proposal is exempt from the requirements of the Landscape Manual because it does not involve the change of use from a lower- to a higher-intensity use category or from a residential use to a nonresidential use, does not involve an increase in impervious surface, and does not involve an increase in GFA.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This project is not subject to the Woodland and Wildlife Habitat Conservation Ordinance because it is located within the CBCA.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject DSP is exempt from the Tree Canopy Coverage Ordinance because it does not propose 5,000 square feet or greater GFA or ground disturbance.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. **Historic Preservation and Archeological Review**—In a memorandum dated March 28, 2018, the Historic Preservation Section (HPS) offered that the subject project is located within the Colmar Manor documented community (68-103) and adjacent to the Cottage City National Register Historic District (68-096). The subject property has been extensively graded and disturbed over time. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of finding archeological sites within the subject property is low. This proposal will not impact any known Prince George's County historic sites, historic resources, or archeological resources.

- b. **Community Planning**—In a revised memorandum dated March 10, 2018, the Community Planning Section offered the following summarized comments regarding the subject project:

This application proposes renovation of a nonresidential existing use with a less than 10 percent increase in GFA. Therefore, the structure is exempt from the development district standards of the Port Towns Sector Plan and SMA. However, the development district standards will apply to the new improvements for the façade, parking lot, and signage on-site. The provided discussion of applicable development district standards has been incorporated into Finding 8 above.

This site is located within the Established Communities policy area of the *Plan Prince George's 2035 Approved General Plan*. The General Plan recommends maintaining and enhancing existing public services (such as police and fire/EMS) and infrastructure in these areas (such as sidewalks) to ensure that the needs of the current residents are met.

The Port Towns Sector Plan and SMA indicates that the subject property is in the Bladensburg Road Gateway/Main Street Character Area. “On the Colmar Manor side of Bladensburg Road, commercial properties which includes the Port Towns Shopping Center, restaurants and fast-food establishments, and range of other commercial uses, including a medical center, an air condition business, a convenience and liquor store, auto-related uses, and a newspaper distribution facility.” (page 28)

The Port Towns Sector Plan and SMA states that “Key planning issues in the area include: transforming the existing auto-related corridor into a more pedestrian-friendly and mixed-use boulevard; preserving and enhancing existing residential neighborhoods while providing an adequate transition to uses along Bladensburg Road; making historic resources in the area more accessible and visible; and improving and expanding the open space network.” (page 28)

- c. **Transportation Planning**—In a memorandum dated March 29, 2018, the Transportation Planning Section offered the following summarized comments regarding the subject project:

There is no evidence that the subject property was ever tested for transportation adequacy within the past six years. Consequently, pursuant to Section 27-546(d) of the Zoning Ordinance, a DSP application within an M-X-T Zone must demonstrate that the proposed development will meet the transportation adequacy threshold.

The property is currently improved with 21,646 square feet of warehousing development. Using trip generation rates from the 2012 “Transportation Review Guidelines, Part 1,” the existing buildings are currently generating eight AM peak-hour trips and eight PM peak-hour trips during the weekdays. However, the proposed 12,000 square feet of church use will generate only seven trips during either peak hour during the weekdays. Regarding the proposed multipurpose community building, it is anticipated that most of the activities will be relegated to off-peak hours. Therefore, staff concludes that the change of use will not have any impact on weekday traffic operations on the adjacent street network.

Since most church services, which are the main uses and traffic generator for churches, occur on Sundays, staff has requested a peak-period turning movement count at the critical intersection of Bladensburg Road and 43rd Avenue. An analysis of this count revealed that, during the peak hour of 12:00 p.m. to 1:00 p.m., the intersection operates with a delay of 17 seconds, which is well below the 50-second adequacy threshold. Using rates from the Institute of Transportation Engineer's *Trip Generation Manual, 10th Edition*, a church (560) with a GFA of 12,000 square feet will generate 162 trips (fitted curve) during the peak hour of operation. A second analysis, with the inclusion of site traffic, revealed a delay of 48.9 seconds. Staff concludes that the proposed development will operate adequately during weekday peak hours, as well as the Sunday peak period.

The property is located in an area where the development policies are governed by the Port Towns Sector Plan and SMA, as well as the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The property fronts on Bladensburg Road, a master-planned arterial road (A-17). This road is currently built to its ultimate master plan cross section. Consequently, no additional right-of-way will be required.

The plan proposes 123 parking spaces, which meets the sector plan's development district standards. In terms of on-site circulation, staff finds no issue with the site plan as currently proposed. There is no mix of uses that could potentially share parking on this site.

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP.

- d. **Subdivision**—In a memorandum dated March 2, 2018, the Subdivision Section offered the following summarized comments regarding the subject project:

The property is not subject to an existing preliminary plan of subdivision (PPS). In accordance with Section 24-107 of the Subdivision Regulations, the division and development of more than 5,000 square feet will require a PPS.

Section 24-111(c) of the Subdivision Regulations requires the following:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
- (1) **The proposed use is for a single-family detached dwelling(s) and uses accessory thereto; or**
 - (2) **The total development proposed for the final plat on a property that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code and does not exceed five thousand (5,000) square feet of gross floor area; or**
 - (3) **The development proposed is in addition to a development in existence prior to January 1, 1990, and does not exceed five thousand (5,000) square feet of gross floor area; or**

- (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

The resubdivision of the site is not required at this time because no additional development is proposed. The applicant should be advised that any development or redevelopment of the site will need to meet the exemption criteria of Section 24-111(c)(1)–(4) of the Subdivision Regulations or resubdivision may be required. The bearings and distances that are shown on the submitted DSP are consistent with the recorded plat for the property.

The Transportation Planning Section evaluated the extent of the master plan arterial road (A-17), along Lots 18 and 19, for possible right-of-way dedication and stated that no additional right-of-way would be required.

- e. **Trails**—The site is subject to the trails-related requirements of the MPOT and the Ports Town Sector Plan and SMA, which places the property within a designated center or corridor (Port Towns). The MPOT and the sector plan recommend designated bike lanes along Bladensburg Road (Alternate US 1), as shown on the MPOT map. The sector plan refines this recommendation with the following text:

“Provide on-road bicycle facilities along major roads as road improvements or road restriping occurs. These roads include MD 202, MD 201, MD 450, and US 1. While designated bike lanes in conformance with AASHTO standards may not be feasible due to right-of-way constraints, wide outside curb lanes should be provided to allow additional space for bicycle traffic.”

Restriping for designated bike lanes (or other appropriate bicycle treatments) can be considered by the Maryland State Highway Administration (SHA) at the time of road resurfacing or improvement. SHA has already installed some bicycle signage in the vicinity of the site and shared lane markings have been placed along MD 450 (Annapolis Road) to the east of the site.

The Complete Streets element of the MPOT reinforces the need for sidewalks along public roads, internal sidewalks, and the accommodation of pedestrians as road improvements are made and new roads constructed.

POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

POLICY 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

A sidewalk exists along US 1 in the vicinity of the subject site. The subject site is separated from US 1 by a service road. No sidewalk currently exists along Newark Road. Newark Road is designated as a Neighborhood Street-Type 2 (NST-2) in the sector plan.

A sidewalk should be provided along the site's frontage of Newark Road, consistent with the requirements of the sector plan. The NST-2 requires sidewalks of six- to nine feet wide, separated from the curb by a grass planting strip.

The sector plan's Policy 2 Strategy states:

“Coordinate with DPW&T and WMATA to provide unified, well-lit, accessible, attractive, durable, and all-weather bus shelters with benches, trash cans, dual language route maps and schedules, and highly visible and effective wayfindings at all bus stops throughout the corridor, and especially along Annapolis, Bladensburg, and Edmonston Roads.”

There are three bus stops in the vicinity of the subject site. The closest stop is located 30 feet west of the site, along US 1. It does not have a shelter, but because the stop is off-site, no improvements are recommended for the current application.

The trails planner recommended a multipart condition of approval regarding the provision of bicycle racks, wide sidewalks, and sidewalk/crosswalk connections, which has been included in the Recommendation section of this report.

- f. **Environmental Planning**—In a memorandum dated April 13, 2018, the Environmental Planning Section offered the following summarized comments regarding the subject project:

An approved Natural Resources Inventory Equivalency Letter (NRI-170-2016), accompanied by an approved floodplain exhibit subsequently confirmed by DPIE, was submitted.

The 2.16-acre site is located approximately 250 feet east along the southeastern corner of the intersection of 43rd Avenue with Bladensburg Road, at 4331 Bladensburg Road in Colmar Manor. The property is currently developed with existing parking/pavement and two buildings. There is no 100-year floodplain located on the site. No other environmental features, including primary and secondary buffer, occur on the site. There are no specimen trees on-site. The site does not front scenic or historic roads. This site is not within a Sensitive Species Protection Review Area (SSPRA) based on a review of the SSPRA GIS layer prepared by the Wildlife and Heritage Service, Maryland Department of Natural Resources. This entire site is located within the regulated area of the Prince George's County Green Infrastructure Network. The U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Web Soil Survey indicates that the site is comprised of Issue-Urban land complex (occasionally flooded) and Urban land-Zekiah complex (0–2 percent slopes) soil types.

A copy of the Maryland Critical Area Commission's (CAC) ESD worksheet shall be placed on the CP since the format of the 10 percent pollution reduction calculations used on the approved stormwater concept plan did not follow this template format. The ESD worksheet must be completed and shown on the CP prior to certification.

This application does not require a CBCA variance request for the proposed development.

Environmental Review

This application proposes to remove existing impervious areas and replace them with SWM and landscape areas, for a net decrease in lot coverage. Currently, the site's impervious area is 56,802.4 square feet. With this application, the new impervious area will be 56,364.4 square feet (59.9 percent of the site), a reduction of 438 square feet of impervious surface according to the approved SWM Concept Plan (2791-2016). There is no maximum for CBCA lot coverage within the I-D-O; however, conformance with the CBCA 10 percent pollutant reduction requirement must be demonstrated by placing the CAC's ESD worksheet on the plan. No developed woodland is required in the I-D-O.

Stormwater Management

A copy of the SWM Concept Plan (52731-2016-00) and letter, dated November 17, 2017, were submitted with the subject application. The SWM concept plan shows stormwater being directed from the roof tops of each building into a bioretention area for pretreatment before discharging off-site along Newark Road.

According to the approval letter, since the project proposes less than 5,000 square feet of disturbance, it is exempt from SWM requirements. Also, according to the approval letter, the micro-bioretention area has been proposed to satisfy CBCA's 10 percent SWM rule; however, the CAC's ESD worksheet must be added to the plan. CP is consistent with the stormwater concept plan.

U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Review

At this time, no comments have been received from the USDA NRCS concerning erosion and sediment control for this case.

Chesapeake Bay Critical Area Conservation Plan CP-17005

The plan is labeled as a "CBCA Conservation Plan" and contains all required information such as existing and proposed conditions and lot coverage calculations. The following minor plan revisions are required prior to certification of the plan:

- Remove Table B and Table B-1 from the plan since there is no minimum CBCA lot coverage requirement in the I-D-O Zone. The format used on Table A is also out of date.
- The Table A calculations must be revised using the correct maximum zoning lot coverage on the current standard worksheet.
- The property owner's awareness certificate has been added to both sheets of the plan; however, it has not been signed by the property owner or the owner's representative. The property owner or representative must sign the awareness block on each sheet of the plan prior to certification.
- There is no minimum developed woodland requirement within the I-D-O Zone, so the Developed Woodland Calculations table is not required and must be removed from the CP.

A buffer management plan is not required, as the site is not within the primary or secondary buffer. A Chesapeake Bay Conservation and Planting Agreement will be required to be executed and recorded prior to certification approval for development of

the site. A conservation easement will not be required for this site. The site does not contain any woodland that is to remain. Conditions implementing the Environmental Planning Section's recommendations have been included in the Recommendation section of this report.

- g. **Prince George's County Fire/EMS Department**—In an email dated April 1, 2018, the Fire/EMS Department offered the following summarized comments as to the subject project:

The Office of the Fire Marshall has reviewed the subject DSP. Generally, the site seems to provide adequate fire access with 22-foot-wide drive aisles throughout most of the site, with the exception of in front of the community building where aisle width diminishes to 21.25 feet wide. This area also does not meet the Fire Prevention Code (fire code) requirement, that a dead end should measure a maximum of 150 feet in length. In conclusion, however, the Office of the Fire Marshall stated that, despite the two possible areas of concern, the proposed DSP appears to show adequate fire access.

- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 7, 2018, DPIE offered numerous comments, which have been addressed through revisions to the plans or will be addressed in their separate permitting process. DPIE offered in their comments that the proposed DSP is consistent with approved SWM Concept Plan 52791-2016-0.

- i. **Maryland Critical Area Commission (CAC)**—In a letter dated April 11, 2018, the CAC requested that the applicant complete their ESD worksheet and email it to them for review. The CAC had no other comments on the subject project.

- j. **Prince George's County Police Department**—At the time of this writing, the Police Department has not offered comment regarding the subject project.

- k. **Prince George's County Health Department**—In a memorandum dated February 20, 2018, the Health Department offered the following summarized comments regarding the subject project:

- (1) The applicant is proposing to incorporate bioretention features surrounding the community center and adjacent to the car parking lot. Bioretention features have the potential to become habitats for mosquitoes and other disease vectors due to the presence of organic matter and shallow water. The applicant should ensure that the bioretention features are properly designed and managed to prevent habitats for disease vectors and reduce the risk of human exposure to disease vectors given the proximity of the pedestrian traffic, gathering spaces, and active recreation facilities.

- (2) Due to the age of the existing structure and the nature of the conversion from warehouses to a church and multipurpose community center, it is anticipated that the interior renovation may encounter lead paint hazards. In light of that possibility, the applicant is informed of the following:

- (a) The Maryland Department of the Environment shall be notified at least 24 hours prior to the start date of any lead paint abatement project in a residential building.

- (b) During the demolition/construction/renovation phases of this project, the applicant must use certified lead paint abatement contractors licensed by the Maryland Department of The Environment.
- (3) During the construction phases of this project, noise should not 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.
- (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 noise control requirements as specified in Subtitle 19.

The applicant has been provided a copy of the Health Department's comments, and a proposed condition in the Recommendation section of this report would require that, prior to certificate approval, the applicant include notes regarding the control of noise and dust impacts from the subject site during the construction phase of the project.

- l. **Permit Review**—In a memorandum dated March 2, 2018, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or in the Recommendation section of this report.
- m. **U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS)**—At the time of this writing, NRCS had not offered comment regarding the subject project.
- n. **Maryland State Highway Administration (SHA)**—In an email dated February 5, 2018, SHA stated that, as no work is being proposed in the SHA right-of-way, SHA had no comments regarding the subject project.
- o. **Washington Suburban Sanitary Commission (WSSC)**—At the time of this writing WSSC had not offered comment regarding the subject project.
- p. **Verizon**—At the time of this writing, Verizon had not offered comment regarding the subject project.
- q. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, PEPCO had not offered comment regarding the subject project.
- r. **Maryland Department of Natural Resources (MDNR)**—In a letter dated June 22, 2017, MDNR stated that the Wildlife and Heritage Service had determined that there are no official state or federal records for certain listed plant or animal species within the delineated area shown on the map provided. Further, MDNR stated that there are no specific concerns regarding potential impacts or recommendations for protection measures at this time.
- s. **Town of Colmar Manor, Town of Edmonston, Town of Bladensburg, City of Mount Rainier, Cottage City, Town of Brentwood, City of Hyattsville, and Town of North Brentwood**—At the time of this writing, these municipalities have not provided comment regarding the subject project.

14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
15. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the development site is located within the CBCA, this required finding does not apply to the review of this DSP.

RECOMMENDATION FOR CONSERVATION PLAN CP-17005

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Chesapeake Bay Critical Area Conservation Plan CP-17005, Eritrean Church, subject to the following condition:

1. Prior to certificate approval of the conservation plan (CP), the following revisions shall be made, or information shall be provided:
 - a. The applicant shall complete the Environmental Site Design worksheet and place it on the CP, after it has been approved by the Maryland Critical Area Commission.
 - b. Remove Tables B and B-1 from the plan.
 - c. Revise Table A using the current worksheet template.
 - d. Have the owner or owner's representative sign the awareness block on each sheet.
 - e. Remove the Developed Woodland Calculations table from the plan.
 - f. The applicant shall execute and record a Chesapeake Bay Conservation and Planting Agreement. The agreement shall be reviewed by the County prior to recordation. The applicant shall provide a copy of the recorded agreement to the Prince George's County Planning Department, and the Liber/folio shall be shown below the CP approval block.

RECOMMENDATION FOR DETAILED SITE PLAN DSP-17037

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-17037, Eritrean Church, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:
 - a. Provide bicycle racks accommodating a minimum of five bicycles at both the community center and church buildings.

- b. Provide a minimum six-foot-wide sidewalk along the subject site's entire frontage of Newark Road, consistent with Neighborhood Street-Type 2 of the building and site standards of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement or the City of Colmar Manor.
- c. Provide one sidewalk/crosswalk connection from the existing sidewalk along Bladensburg Road to the church entrance.
- d. Provide one sidewalk connection from Newark Road to the multipurpose building entrance.
- e. The proposed internally lit box sign shall be replaced by an unlit or externally lit sign. Final design of the sign shall be approved by the Urban Design Section as designee of the Prince George's County Planning Board.
- f. Several benches of durable and aesthetically pleasing design shall be added proximate to each of the two buildings included in the subject project. Final design of said benches shall be approved by the Urban Design Section as designee of the Prince George's County Planning Board.
- g. Add the quantity of Building B exterior signage.
- h. Add the following site plan note:

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”