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DETAILED SITE PLAN DSP-95092/07

AC-00046/01; TCPII/123/91-02

Application	General Data
Project Name: CORNERSTONE ASSEMBLY OF GOD Location: NORTH SIDE OF ANNAPOLIS ROAD (MD 450), 300 FEET EAST OF RACETRACK ROAD Applicant/Address: CORNERSTONE ASSEMBLY OF GOD 16010 ANNAPOLIS ROAD BOWIE, MARYLAND 20716	Date Accepted: 5/3/04
	Planning Board Action Limit: WAIVED
	Plan Acreage: 7.8
	Zone: R-R
	Dwelling Units: NA
	Square Footage: 50,804
	Planning Area: 71B
	Tier: DEVELOPING
	Council District: 04
	Municipality: BOWIE
	200-Scale Base Map: 209NE14

Purpose of Application	Notice Dates
CHURCH AND PRIVATE SCHOOL EXPANSION	Adjoining Property Owners
	Previous Parties of Record 2/22/2004
	Registered Associations: (CB-12-2003)
	Sign(s) Posted on Site: 6/29/04

Staff Recommendation		Staff Reviewer: WAGNER, GARY	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

July 14, 2004

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Gary Wagner, Planner Coordinator

SUBJECT: Detailed Site Plan, DSP-95092/07
Cornerstone Assembly of God, Church and Private School

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.

EVALUATION

The Detailed Site Plan was reviewed and evaluated for conformance with the following criteria:

- a. Conformance to Section 27-443 of the Zoning Ordinance regarding a private school in a residential zone.
- b. Conformance to the *Landscape Manual*.
- c. Conformance to the Woodland Conservation Ordinance.
- d. Referrals.

FINDINGS

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

1. **Request:** The Cornerstone Assembly of God Church proposes to construct a 24,044-square-foot addition to the rear of the existing 26,760-square-foot church building, expand the existing parking lot, increase the number of students of the existing private school from 94 to 300, and expand the size of the existing play area. A new access point to the site is also proposed to connect the site to Race Track Road via an existing access easement. The plans show the existing 50-foot-wide right-of-way ingress/egress easement within the boundaries of the subject property, adjacent to the north property line. This easement also traverses the adjacent undeveloped residential subdivision, Beall Crossing, to the south of the subject property.

2. **Location and Surroundings:** The site is located in the northeast quadrant of the intersection of Race Track Road and Annapolis Road (MD 450). North of the site is an existing single-family residential subdivision, Idlewild at Belair, zoned R-80; to the east is a vacant undeveloped residential property owned by the Corporation of Roman Catholic Clergymen of Maryland, zoned R-R; to the west is Beall Crossing, which has been further subdivided to support two uses, an undeveloped single-family residential subdivision and an existing funeral home, both of which are zoned R-80; Annapolis Road (MD-450) abuts the property to the south.
3. **Previous Approvals:** Detailed Site Plan SP-91037 was approved by the Planning Board on July 25, 1991 (PGCPB Resolution No. 91-263), for a 330-seat church and 94-student private school. Detailed Site Plan revision SP-95092/01 was approved for a 4,239-square-foot addition and an additional 328 seats in the sanctuary. Subsequently, several minor revisions have been approved by the Planning Board's designee. The site also has an approved Departure from Design Standards, DDS-457, by the Planning Board on February 26, 1997 (PGCPB No. 96-72), for access to a loading space within 50 feet of residentially zoned property. The property is recorded on Record Plat NLP 109@100.

4. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	R-R	R-R
Use(s)	Church & Private School	Church & Private School
Acreage	7.82	7.82
Lots	0	0
Parcels	1	1
Square Footage/GFA	26,760	50,804 Total
Dwelling Units:	0	0

Parking Required:

800 seats (main auditorium @ 1 space/4seats)	200 spaces
140 seats (Sunday School @ 1 space/4 seats)	35 spaces
300 students (K-8, @ 1 space/6 students)	<u>50 spaces</u>
Total Parking Required:	285 spaces

Parking Provided: 285 spaces

Loading Spaces Required & Provided: 1 space

Playground Area Required:

300 students x 100 square feet/student:	30,000 square feet
Playground Area Provided:	30,000 square feet

5. **Conformance with Zoning Ordinance:** Section 27-443 of the Zoning Ordinance specifies the requirements for a private school in residential zones. Based on a site that is over seven acres in size, a 300-student school meets the maximum enrollment requirements. The site has frontage on and direct vehicular access to a street with a minimum pavement width of 36 feet and also has an adequate drop-off area for the students. The school has an adequately sized play area for 300

students and appropriate fencing has been provided. The site plan meets all other Zoning Ordinance requirements for a church in the R-R Zone.

6. ***Landscape Manual:*** The site is in general conformance to the requirements of the *Landscape Manual*. Alternative Compliance, AC-00046, was previously approved for an existing shed and portion of the building in a required bufferyard along the eastern property line. Alternative Compliance from Section 4.7 along the northern property line between an access easement and adjacent residential property is also needed for this application. The Planning Director has reviewed AC-00046/01 and recommends approval. The following are the details of the case:

REQUIRED (Section 4.7 Buffering Incompatible Uses requires a Type “C” Bufferyard along both northern and southern sides of the access road)

Northern Bufferyard (along Idlewild)

Length of Bufferyard	378 linear feet
Building setback	40 feet
Landscape yard	30 feet
Plant materials @ 120PUs/LF	454 (227 after 50% reduction with a 6-foot-high sight-tight fence)

Southern Bufferyard (at Beall Crossing)

Length of Bufferyard	378 linear feet
Building setback	40 feet
Landscape yard	30 feet
Plant materials @ 120PUs/LF	454 (227 after 50% reduction with a 6-foot-high sight-tight fence)

PROVIDED

Northern Bufferyard (along Idlewild)

Building setback	No building
Landscape yard	13 feet
Plant materials @ 120PUs/LF	316 plant units with a 6-foot-high sight-tight fence

Southern Bufferyard (at Beall Crossing)

Building setback	No building
Landscape yard	13 feet
Plant materials @ 120PUs/LF	297 plant units with a 6-foot-high sight-tight fence

JUSTIFICATION OF RECOMMENDATION:

The use of the subject property as a church is a medium impact use, while the existing adjacent properties are either zoned residential or developed as single-family detached residences. According to the *Landscape Manual*, a Type C bufferyard, which requires a minimum 40-foot building setback and a minimum 30-foot-wide landscaped yard to be planted with 120 plant units per 100 linear feet of property line is required.

The access easement to the subject site from Race Track Road is 50 feet wide with a 24-foot-wide driveway running down the middle. The applicant provides two bufferyards of 13 feet wide each with a six-foot-high, sight-tight fence along both sides of the driveway. In the northern bufferyard (along Idlewild) the applicant provides 316 plant units, which is 39 percent more than the

required 227 plant units, and in the southern bufferyard (along Beall Crossing) the applicant provides 297 plant units, which is 31 percent more than the required 227 plant units.

The Alternative Compliance Committee is of the opinion that the proposal is equal to or better than normal compliance to the requirements of Section 4.7, Buffering Incompatible Uses, of the *Landscape Manual*.

RECOMMENDATION:

The Planning Director recommends that Alternative Compliance from Section 4.7, Buffering Incompatible Uses, be APPROVED.

Referrals:

7. In a memorandum dated July 14, 2004 (Burton to Wagner), the Transportation Planning Section offered the following comments:

“Two access points along MD 450 currently serve the existing facility. Due to the geometry of MD 450 to the east of the site, the sight distance at the eastern access point is less than adequate and raises significant safety concerns for motorists making left turns into and out of the site. In an effort to discourage those left-turn movements at the eastern access point, staff recommends that a raised channelized, right-in, right-out island be constructed by the applicant, subject to the approval of the State Highway Administration (SHA). This recommendation was made by staff in a previous site plan application (SP-95092) for the subject property.

“In addition to the two access points on MD 450, there is a third point of ingress/egress that leads to Race Track Road. Staff envisions no adverse circulation issues based on the proposed site layout if the application is approved with Condition 1 below.”

8. In a memorandum dated July 8, 2004 (Shirley to Wagner), the Environmental Planning Section offered the following comments:

“Site Description

“The 7.83-acre site is located on the north side of MD 450 and has a 50-foot-wide ingress/egress easement on an adjacent property known as Beall Crossing. The ingress/egress easement provides vehicular frontage and access along the east side of Race Track Road. The property is zoned R-R. A review of available information indicates there are natural features including a stream, an area of isolated wetlands, and steep and severe slopes on the property. There is no area of 100-year floodplain at the site. A total of three soil series are found to occur according to the Prince George’s County Soil Survey. These include two soils in the Collington fine sandy loam series and one in the Rumford sandy loam series. The Rumford soil is characterized as being moderately erodible. According to available information, Marlboro clay is not found to occur on this property. Information obtained from the Maryland Department of Natural Resources Natural Heritage Program publication titled “Ecologically Significant Areas in Anne Arundel and Prince George’s Counties,” December 1997, indicates there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no scenic or historic roads in vicinity of the site. MD 450 is recognized as a traffic noise generator; however, this noise generator will not impact the proposed use for an addition to an existing, nonresidential church facility. The property is in the White Marsh Branch watershed of the Patuxent River basin. The

site is in the Bowie, Collington and Vicinity Planning Area and the Developing Tier of the 2002 adopted General Plan.

“Environmental Review

- “1. A Detailed Forest Stand Delineation (FSD) was submitted in 1998 with a revision to DSP-95092 and was found to be in compliance with the Prince George’s County Woodland Conservation and Tree Preservation Ordinance.”

Comment: No further information is necessary in relation to the FSD.

- “2. This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland on-site, and the site has a previously approved TCP. The Type II Tree Conservation Plan, TCPII/123/91-02, has been reviewed. A TCPI was never approved for this site.

“This 7.83-acre property in the R-R Zone has a Woodland Conservation Threshold of 50 percent, or 1.57 acres. The site contains 3.62 acres of existing woodland, no portion of which is in the floodplain. The current TCPII shows the amount of woodland to be cleared at 3.07 acres. The woodland conservation requirement is 3.10 acres and all of this will be met off-site in woodland mitigation.

“There are several deficiencies associated with the TCPII and it must be revised. Not all of the existing site features have been shown on the plan. For example, there is a portion of a stream at the western property line where a stormwater outfall is proposed. Nontidal wetlands are shown in two areas of the plan; one area is adjacent to the stream, and the other area is along the north side of the 50-foot-wide ingress/egress right-of-way. These features are not clearly identified, and the legend does not include a symbol for either feature. Both of these features are located where grading activity and infrastructure improvements are proposed. The plan should be revised to show these natural features and their associated buffers (i.e., 50-foot-wide stream buffer and 25-foot-wide wetland buffer). The approved TCPII shows areas of steep slopes (slopes between 15 and 25 percent grade) and severe slopes (slopes 25 percent in grade or steeper) as existing site features. However, these features are also missing from the current TCPII. The plan should be revised to show the areas of steep and severe slopes.

“The current TCPII Woodland Conservation Worksheet shows off-site mitigation is proposed to meet the woodland conservation requirements for the site. One of the five standard TCPII notes has not been provided that relates to off-site mitigation. The standard TCPII notes should be revised to include standard note #5 (see attached) to address the proposed off-site mitigation. Also include optional note #1 to address the location of Tree Protection Devices (TPDs).

“The required TPD detail is not on the plan, although the proposed tree line shows areas where existing wooded areas will be retained. These proposed new woodland edges must be protected by TPDs along the limits of disturbance. The TPD detail should be provided on the plan and a note should be included as to when the TPDs will be removed.

“Several areas on the current TCPII will have woodland areas retained but not counted as part of the site’s Woodland Conservation requirements. Edge management notes have not

been provided on the plan to address how damage to the root systems along the new woodland edges will be minimized (see attached Edge Management notes). The Edge Management notes should be provided to include the section of the two notes labeled 'Woodland Area NOT Counted as Part of the Woodland Conservation Requirements.'

"After these revisions have been made, have the qualified professional who prepared the plan sign and date it and include their business phone number on the plan."

Condition 2 below is recommended to address the above deficiencies.

- "3. The method of stormwater management for the proposed building addition and additional parking is an underground pipe storage system. Based on the current proposal to develop the balance of the undeveloped portion of the site and the amount of proposed clearing of existing woodland, there are no proposed on-site woodland conservation areas whose locations could conflict with the proposed method of stormwater management. The site is inside the City of Bowie and is therefore subject to the city's stormwater management review.

Discussion: No further information as to the proposed stormwater management method is required."

9. The City of Bowie held a public hearing on the Detailed Site Plan and in a letter dated May 20, 2004, recommends approval with conditions. The applicant has revised the Detailed Site Plan to address some of the city's conditions. Two of the city's conditions, Conditions 7 and 8, require transportation improvements that are beyond the scope of a Detailed Site Plan. They are included for reference purposes below, but cannot be included in the Recommendation section. In a letter dated July 14, 2004 (Warfel to Wagner), the applicant has indicated that they specifically proffer the transportation conditions described in Conditions 7 and 8. Other conditions that have not been addressed by the applicant have been included in the Recommendation section below.
- a. The applicant shall make widening improvements to the east side of Race Track Road, between the proposed church entrance to Idlewild Drive, including roadway widening to the standard width, addition of new curb and gutter, installation of a closed drainage system, minor grading and additional paving to match the existing road surface, as directed by the Department of Public Works and Transportation.
- b. If determined to be warranted in future by the Prince George's County Department of Public Works and Transportation, the applicant shall install a traffic signal at the proposed Race Track Road entrance.
10. As required by Section 27-285(b) of the Zoning Ordinance, the Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE DSP-95092/07, AC-00046/01 and TCPII/123/91-02, subject to the conditions below:

1. Prior to the issuance of any building permit, the applicant shall construct a raised channelized, right-in, right-out island at the eastern access point along MD 450 subject to the approval of the State Highway Administration.
2. Prior to certificate approval of the DSP, revise the TCPII as follows:
 - a. Show the location of the stream and the two wetland areas and include symbols in the legend for these natural features and their associated buffers (i.e., 50-foot-wide stream buffer and 25-foot-wide wetland buffer).
 - b. Show the location of steep and severe slopes.
 - c. Provide a standard TCPII note to include standard Note #5 to address the proposed off-site mitigation and Optional note #1 to address the location of Tree Protection Devices (TPD).
 - d. Provide the TPD detail on the plan and include a note as to when the TPDs will be removed (i.e., TPDs shall remain in place as found on the TCPII until the completion of all construction activity).
 - e. Provide the Edge Management notes to include the two notes in the section labeled "Woodland Areas NOT Counted as Part of the Woodland Conservation Requirements."

After these revisions have been made, have the qualified professional who prepared the plan sign and date it and include their business phone number on the plan.

3. Prior to the issuance of any permits which impact jurisdictional wetlands, wetland buffers, streams, or Waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
4. A full traffic signal system shall be installed at the Marquette Lane and Idlewild Lane intersections with Race Track Road prior to access being permitted from the proposed driveway connecting the site to Race Track Road.
5. Additional woodland conservation shall be provided and shall consist of at least one of the following:
 - a. Regrade the northeast portion of the site to preserve more existing woodland than is currently proposed. This would increase the amount of on-site woodland conservation and decrease the amount of mitigation required.
 - b. Attempt to purchase an easement from the adjacent property to the east in order to meet conservation requirements. Using the off-site retention option, woodland would be conserved at a ratio of 2:1, resulting in a greater benefit.
 - c. Incorporate urban landscaping techniques and increase the number and size of plant stock that will be used on the site.
6. At least 50 percent of landscaping plant units shall be native species.

7. If off-site tree mitigation is used, the mitigation site shall be located within the same subwatershed and as close to the city as possible.
8. As an amenity to users of the site, several benches shall be provided near the two entrances to the new building. Details of the benches shall be provided prior to certification of the plans.