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Preliminary Plan 4-04193

Application	General Data
Project Name: REDEEMED CHRISTIAN CHURCH OF GOD Location: Southeast corner of Riverdale Road and 54 th Avenue. Applicant/Address: Redeemed Christian Church Of God 4303 Tavern Green Lane Bowie, MD. 20720	Date Accepted: 01/24/05
	Planning Board Action Limit: 06/12/05
	Plan Acreage: 1.22
	Zone: R-10
	Lots: 1
	Parcels: N/A
	Planning Area: 68
	Tier: Developed
	Council District: 03
	Municipality: Riverdale Park
200-Scale Base Map: 207NE05	

Purpose of Application	Notice Dates
INSTITUTIONAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: 10/24/04 (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 05/02/05

Staff Recommendation		Staff Reviewer: Tom Lockard	
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 4-04193
Redeemed Christian Church of God, Lot 23

OVERVIEW

The site contains approximately 1.22 acres of R-10-zoned land, consisting of four recorded lots (Lot 9, Lot 19, P/O Lot 1 and P/O Lot 18, Block B of Walter R. Wilson's Subdivision No. 2, East Riverdale, Plat Book A, Plat 5). The applicant is proposing to consolidate these lots into a single lot in order to construct a 9,094-square-foot, 750-seat church and 200-seat banquet hall. Access to the site is proposed from a single driveway from 54th Avenue. An associated parking lot is proposed for a lot 210± feet further south along 54th Avenue.

SETTING

The site is located at the southeast corner of the intersection of Riverdale Road and 54th Avenue. The site is undeveloped and sparsely vegetated. Surrounding properties to the east, south and west are developed with garden apartments and a few single-family residences in the R-10 Zone. To the north, across Riverdale Road, are single-family residences in the R-55 Zone.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	EXISTING	PROPOSED
Zone	R-10	R-10
Uses	Vacant	Church, Banquet Hall
Acreage	1.22	1.22
Lots	4	1
Parcels	0	0
Square Footage	0	9,094

2. **Environmental**—A review of the available information indicates that streams, wetlands, 100-year floodplain, severe slopes, and areas of steep slopes with highly erodible soils are not found to occur on this property. Transportation-related noise associated with Riverdale Road and 54th Avenue is not an issue. Both roadways are collectors and are generally not regulated for noise. The soil type found to occur on this site, according to the Prince George's County Soil Survey, is specified as Bibb. This soil type has limitations with respect to potentially high water table, flood hazard, and impeded drainage, but will not affect the site layout. According to available information, Marlboro clay does not occur on this property. According to information obtained from the Maryland Department of Natural Resources, Natural Heritage Program publication entitled "Ecologically Significant Areas in Anne Arundel and Prince George's Counties," December 1997, there are no

rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic and historic roads in the vicinity of this application. This property is located in the Northeast Branch watershed of the Anacostia River basin and in the Developed Tier as reflected in the adopted General Plan.

Woodland Conservation

The forest stand delineation (FSD) submitted with this application was found to generally address the requirements of a simplified FSD. The stand description states that the property currently has no classifiable forest located within its parcels. Staff is in agreement with the characterization and concludes that the site is exempt from the Woodland Conservation Ordinance. A tree conservation plan would not be required. A standard letter of exemption from the ordinance is required prior to the issuance of any permit, and can be obtained from the Environmental Planning Section, Countywide Planning Division, on request in person or by mail. An application form and appropriate fee shall accompany the request.

This property is not subject to the provisions of the Prince George's County Woodland Conservation Ordinance because although the entire site is more than 40,000 square feet in area, it contains less than 10,000 square feet of woodlands. A Type I tree conservation plan was submitted as part of this application, which is not required.

Water and Sewer Categories

The property is in water category W-3 and sewer category S-3 according to water and sewer maps obtained from the Department of Environmental Resources dated June 2003. This development will utilize these public facilities.

3. **Community Planning**—The property is in Planning Area 68/Riverdale Park. The site is located in the developed tier. The vision for the developed tier is a network of sustainable transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods. This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developed Tier. The 1994 Planning Area 68 Master Plan recommends a multifamily land use for the site. This application does not impair the master plan recommendation.
4. **Parks and Recreation**—The site is exempt from mandatory dedication because it consists of a nonresidential development.
5. **Trails**—Riverdale Road is designated as a pedestrian corridor/bikeway in the 1994 Planning Area 68 Master Plan. A standard sidewalk is recommended along the subject site's frontage. No bikeway signage is recommended as this section of Riverdale Road does not fall under the jurisdiction of the Department of Public Works and Transportation.

Sidewalk Connectivity

The subject site includes existing sidewalks along its frontages on Riverdale Road and 54th Avenue.

6. **Transportation**—The submitted traffic study was referred to appropriate state and county agencies for their review and comments. In accordance with the *Guidelines for the Analysis of the Traffic Impact for Development Proposals*, a traffic impact study is recommended if the proposed development generates more than 50 vehicle trips during the AM or PM peak hour. The

findings and recommendations outlined below are based on upon a review of all relevant materials and analyses conducted by the staff and consistent with the guidelines.

Summary of Traffic Impacts

The application is a proposal to construct a new 750-seat church and a 200-seat banquet hall. Since the guidelines do not include trip generation rates for a church and banquet hall, the trip generation rates recommended in the most recent edition of the Institute of Traffic Engineers' *Trip Generation Manual* were used. It is important to note that for a church the peak hour is not during the weekday and is typically on a Sunday during the time period between the two planned Sunday services when the first service congregation is leaving and the second-service congregation arrives. Using the recommended trip generation rates, the proposed development as planned would generate 469 (243 in and 225 out), new trips during the Sunday peak hour.

The transportation staff has determined that the following intersections would be impacted by the proposed development:

- MD201 (Kenilworth Avenue and Riverdale Road (signalized),
- Riverdale Road and 54th Avenue (stop-controlled), and
- Riverdale Road and 54th Place (stop-controlled).

The existing conditions for the Sunday peak hour at these intersections are summarized below:

	Critical Lane Volume (CLV)	Levels of Service (LOS)
MD201 and Riverdale Road	794	A
Riverdale Road and 54 th Avenue	8.6*	A
Riverdale Road and 54 th Place	11*	B

Note (*) Refers to peak-hour delays per vehicle (seconds) in the critical movement and is to evaluate the LOS for unsignalized intersections.

The traffic conditions with background traffic (existing plus growth in through traffic plus traffic generated by approved but not built and/or occupied developments within the study area) are summarized below:

	Critical Lane Volume (CLV)	Levels of Service (LOS)
MD201 and Riverdale Road	839	A
Riverdale Road and 54 th Avenue	8.7*	A
Riverdale Road and 54 th Place	11*	B

Note (*) Refers to peak-hour delays per vehicle (seconds) in the critical movement and is to evaluate the LOS for the stop-controlled intersections.

Finally, the calculated traffic conditions with total traffic which represent the existing, projected background and the traffic that would be generated by the proposed development for the three key intersections identified above are:

	Critical Lane Volume (CLV)	Levels of Service (LOS)
MD201 and Riverdale Road	1074	B
Riverdale Road and 54 th Avenue	14.3*	B
Riverdale Road and 54 th Place	14.1*	B

Note (*) Refers to peak-hour delays per vehicle (seconds) in the critical movement and is to evaluate the LOS for unsignalized intersections.

While the analyses conducted demonstrate that the three key intersections would operate at acceptable levels of service, the DPW&T staff in their referral memo dated May 4, 2005, identified additional modifications for the intersection of MD 201 and Riverdale Road, but left the decision to the Maryland State Highway Administration (MD SHA) because this intersection is maintained by SHA. Since the SHA referral memo dated May 6, 2005, concurred with the recommendations contained in the traffic study submitted by the applicant and did not identify the need for any additional improvements, staff is also not recommending any additional improvements or further analysis.

Conclusions And Recommendation

Based on the above analyses, the Transportation Planning Section concludes that adequate access roads will exist as required by Section 24-124 of the Prince George's County Code if the proposed preliminary plan of subdivision is approved.

7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003. The proposed subdivision is exempt from the review for schools because it is a nonresidential use.
8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed the subdivision plans for the adequacy of fire and rescue facilities applicable to the subject application.

The existing fire engine service at Riverdale Fire Station, Company 7, located at 4714 Queensbury Road has a service travel time of 1.3 minutes, which is within the 3.25-minute travel time guideline.

The existing ambulance service at Riverdale Fire Station, Company 7, located at 4714 Queensbury Road has a service travel time of 1.3 minutes, which is within the 4.25-minute travel time guideline.

The existing paramedic service at College Park Fire Station, Company 12, located at 8115 Baltimore Avenue has a service travel time of 5.69 minutes, which is within the 7.25-minute travel time guideline.

The existing ladder truck service at Hyattsville Fire Station, Company 1, located at 6200 Belcrest Road has a service travel time of 3.2 minutes, which is within the 4.25-minute travel time guideline.

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

The above findings are in conformance with the standards and guidelines contained in the *Approved Public Safety Master Plan* (1990) and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

9. **Police Facilities**—The proposed development is within the service area for Police District VI-Beltsville. The Planning Board’s current test for police adequacy applicable to the subject application is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of January 2, 2004, the county had 823 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is the capacity for an additional 57 sworn personnel. Therefore, in accordance with Section 24-122.01(c) of the Subdivision Regulations, existing county police facilities will be adequate to serve the proposed development.
10. **Health Department**—The Health Department reviewed the application and has no comments.
11. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that on-site stormwater management is required. A Stormwater Management Concept Plan, 42827-2004-00, has been submitted to DER but has not yet been approved. To ensure that development of this site does not result in on-site or downstream flooding, a stormwater management concept plan must be approved prior to signature approval of the preliminary plan. Development must be in accordance with this approved plan, or any revisions thereto.
12. **Historic**— In a referral dated February 10, 2005, the staff archeologist stated that no archeological investigations would be suggested for the proposed project.
13. **Public Utility Easement**—The proposed preliminary plan includes the required ten-foot-wide public utility easement along all rights-of-way. The public utility easements will be shown on the final plat.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan, the applicant shall submit a copy of the approved stormwater management concept letter and revise the preliminary plan, if necessary, to show the proposed location of stormwater management facilities. The number and date of the approval shall be noted on the plan. Development of this property shall conform to the approved plan or subsequent revisions thereto.
2. Total development within the subject property shall be limited to 9,094 square feet of church and church-related uses, or equivalent development that generates no more than 469 (243 in and 225 out) new trips during the Sunday peak hour. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
3. Development of the site with a use other than a church, which generates trips during the weekday AM and PM peak hours, shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.