



*Note: Staff reports can be accessed at [www.mncppc.org/pgco/planning/plan.htm](http://www.mncppc.org/pgco/planning/plan.htm).*

## Preliminary Plan 4-06128

Application	General Data
<b>Project Name:</b> <b>QUEENS CHAPEL METHODIST CHURCH</b>  <b>Location:</b> North side of Old Muirkirk Road, 100 feet east of Longwood Drive.  <b>Applicant/Address:</b> Queens Chapel Methodist Church 7410 Old Muirkirk Road Beltsville, Maryland 20705	Date Accepted: 11/29/2006
	Planning Board Action Limit: 05/03/2007
	Plan Acreage: 7.50
	Zone: R-R & R-80
	Lots: 0
	Parcel: 1
	Planning Area: 62
	Tier: Developing
	Council District: 01
	Municipality: N/A
200-Scale Base Map: 216NE07	

Purpose of Application	Notice Dates
RESIDENTIAL SUBDIVISION	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 01/29/2007

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

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Subdivision Plat 4-06128  
Queens Chapel Methodist Church, Parcel A

OVERVIEW

The subject property consists of 7.5 acres of land in the R-R and R-80 Zones. The property is located on Tax Map 13, Grid F-1. The subject property is currently developed with an existing one-story (with basement) brick Church, approximately 5,000 square feet in size. The existing church is located on the R-R zoned property, which is approximately 1.0 acre. The remainder of the property is zoned R-80 and is approximately 6.5 acres in size. The applicant proposes to subdivide Parcels 58 and 168 into one parcel—Parcel A—for the 18,000 square feet expansion of the existing church. The subject property has frontage on Muirkirk Road. Development of the property is for the construction of a sanctuary and ancillary facilities with a gross floor area of 23,000 square feet and a seating capacity of about 525 persons and 145 parking spaces.

SETTING

Situated on the north side of Old Muirkirk Road, 100 feet east of Longwood Drive, the Longwood subdivision, zoned R-80, is located north and west of the subject site. Adjacent to the site on the east are R-R zoned properties that are both vacant and developed with single-family residences. Property south of the subject site across Muirkirk Road is a cemetery owned by the Church (Parcel 90) zoned R-R and vacant open space owned by the National Agricultural Research Center and the Longwood Homeowners Association, zoned O-S.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

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

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	R-R and R-80 (6.5/1.0 acres)	R-R and R-80 (6.5/1.0 acres)
Use(s)	Institution (Church)	Institution (Church)
Acreage	7.50	7.50
Lots	0	0
Outparcel	0	0
Parcels	2	1
Public Safety Mitigation Fee		No

2. **Subdivision**—The subject property is zoned R-R and R-80. Although the subject application is not proposing any residential development, it is zoned for residential use. Because different

adequate public facility tests exist, and there are considerations for recreational components for residential subdivision, any future consideration for residential development beyond one single-family dwelling should require the approval of a new preliminary plan of subdivision.

3. **Environmental**—The Environmental Planning Section previously approved Type II Tree Conservation Plan, TCPII/54/05, for the subject site and use. A TCPI is not required for this development. This 7.50-acre property in the R-80 zone is located in the north side of Old Muirkirk Road and east of Longwood Drive. A review of available information indicates there are no streams, 100-year floodplain, and wetlands on-site. Based on a review of 2005 air photos the site is approximately 80 percent wooded. According to the Prince George’s County Soil survey, one soil series is associated with the site; Christiana fine sandy loam (two types in this series). Both Christiana soils have a K-factor of 0.37 making them highly erodible. Limitations are associated with both soils; when building foundations are built on them, these are prone to instability and high shrink-swell potential. Marlboro clays are not associated with this site. No traffic-noise generators are in vicinity of the site and noise impacts are not anticipated. The site has frontage along Old Muirkirk Road, a designated historic road in the Historic Sites and District Plan. According to information obtained from the Maryland Department of Natural Resources Wildlife and Natural Heritage Program staff, there are no rare, threatened, or endangered species in vicinity of this property. According to the Countywide Green Infrastructure Plan, two network features from the Plan are associated with it; an Evaluation Area and a Network Gap. The site is in the Indian Creek watershed of the Patuxent River basin, the Subregion I Planning Area and the Developing Tier in the adopted General Plan.

#### **Master Plan Conformance**

This site is in the Subregion I Planning Area. There are no site-specific recommendations in the Environmental Envelope chapter from the current plan text regarding this property.

#### **Countywide Green Infrastructure Plan**

Two features from the Countywide Green Infrastructure Plan are associated with the site and these include an Evaluation Area and a Network Gap. The site has 6.01 acres of existing woodland, a woodland conservation threshold (WCT) of 1.50 acres and woodland conservation requirement of 2.13 acres. The approved Type II Tree Conservation Plan, TCPII/54/05, meets the site’s woodland conservation requirement with 2.13 acres of on-site preservation. The Green Infrastructure Plan is implemented at this location based on the site’s requirement being met with on-site preservation.

#### **Environmental Review**

A staff signed Natural Resources Inventory (NRI/134/06) was included in the submittal of the preliminary plan. The NRI has been reviewed in relation to the preliminary plan and all the required information on NRI/134/06 has been correctly shown on the preliminary plan. A Simplified Forest Stand Delineation (FSD) was conducted. Two forest stands were identified. A total of 6.01 acres comprises the existing woodland on-site. No specimen trees were located on-site. The dominant tree species include ash, red maple, hickory and cherry.

This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because there is an approved Type II Tree Conservation Plan, TCPII/54/05, associated with it. The site has 6.01 acres of existing woodland, a Woodland Conservation Threshold (WCT) of 1.50 acres and a woodland conservation requirement of 2.13 acres. This requirement is

shown on TCPII/54/05 as being met with 2.13 acres of on-site preservation. Because a Type II Tree Conservation Plan has been previously approved on the site for the proposed use, a Type I TCP will not be required.

A Drainage Area Plan has been submitted that has a Concept Plan Approval letter on it. The approval letter has a case number issued by the Department of Environmental Resources as follows: #27877-2004-00. The Concept Plan approval was issued on January 6, 2004 and expires three years from the date of issuance. It should be noted, the Concept Plan Approval letter expired on January 6, 2007. The applicant should reapply to have the concept plan reapproved.

The Concept Plan Approval letter references an on-site bio-retention facility for water quality. On the Drainage Area Map, this facility is shown along the site's south/central western property line. The approved TCPII shows this facility at the same location; however, it is slightly greater in length along the west property line. The bio-retention facility on the approved TCPII does not conflict with a proposed woodland conservation treatment area nearby.

Old Muirkirk Road is a designated historic road. The functional classification of the road is a local street and it is maintained by the Department of Public Works and Transportation (DPW&T). Any improvements within the right-of-way of the road are subject to approval by DPW&T and the Design Guidelines and Standards for Scenic and Historic Roads. Because the site has a substantial amount of frontage along this road, the property owner should commit to the provision of a historic marker to denote the road's historic uses and its place in the history of Prince George's County.

Prior to the issuance of any permits, the applicant should prepare a proposal for the provision of one historical marker along the site's frontage on Old Muirkirk Road to denote the historic uses and its place in the history of Prince George's County. The proposal and specific language for the marker is subject to review and approval by Historic Preservation Section staff.

### **Water and Sewer Categories**

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

4. **Community Planning**—The subject property is located on the north side of Muirkirk Road, 100 feet east of Longwood Drive. It is 7.5 ± acres in size and there is an existing church located on the site. The proposal is to create one 7.5-acre lot from two existing parcels and construct a 525-seat addition to the existing church. The 1990 Sectional Map Amendment for Subregion I rezoned a portion of the property from R-R to R-80, while the remaining portion of the property (the church building and associated parking) retained the R-R Zone. (See p. 244, change number SL6-02.) This application is located in the Developing Tier. The vision for the Developing Tier is to maintain a pattern of low-to-moderate density suburban residential communities, distinct commercial centers, and employment areas that are increasingly transit serviceable. The 1990 Master Plan for Subregion I has a proposed Public or Quasi-Public land use recommendation for the subject property. This application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier. The application conforms to the recommendation of the 1990 Master Plan for Subregion I for public or quasi-public land uses.
5. **Parks and Recreation**—According to Section 24-134(a) of the Prince George's County Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of

parkland requirements because the site is over an acre in size and the proposed use is nonresidential.

6. **Trails**—Preliminary Plan 4-06128, Queens’ Chapel Methodist Church, was reviewed for conformance with the countywide trails plan and/or the appropriate area master plan in order to provide the master plan trails. There are no master plan trails issues identified in the Approved Subregion I Master Plan that impact the subject site. The site is near proposed parkland to the north and existing parkland to the south. The entire length of Old Muirkirk Road is open section with no sidewalks. There are no master plan trails recommendations.
7. **Transportation**—Due to the quantity of uses proposed, staff has not required that a traffic study be done. The staff did request traffic counts in the area for the purpose of making an adequacy finding. Therefore, the findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the “Guidelines of the Traffic Impact of Development Proposals.”

### **Growth Policy—Service Level Standards**

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

**Links and signalized intersections:** Level-of-service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better is required in the developing tier.

**Unsignalized intersections:** The Highway Capacity Manual procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

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

The intersections of Muirkirk Road and Longwood Drive, along with the nearby intersection of Muirkirk Road and Old Baltimore Pike/Cedarhurst Drive, are determined to be the critical intersections for the subject property. It was determined that Sunday and weekday analyses should be included for both intersections. The first critical intersection is unsignalized; the second is signal-controlled.

The existing conditions at the study intersections are summarized below:

<b>EXISTING CONDITIONS</b>						
Intersection	Critical Lane Volume (AM & PM & Saturday)			Level of Service (AM & PM & Saturday)		
Muirkirk Road and Longwood Drive	20.1*	31.7	13.7*	--	--	--
Muirkirk Road and Old Balt Pike/Cedarhurst Drive	901	1,313	269	A	D	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.						

There are no funded projects in the area in either the County Capital Improvement Program (CIP) or the State Consolidated Transportation Program (CTP). Three approved but unbuilt developments and one public school, all of which would directly affect the critical intersections, were identified. Annual through traffic growth of 1.7 percent per year was added to account for development and traffic growth in the general area. With background growth added, the following results are obtained:

<b>BACKGROUND TRAFFIC CONDITIONS</b>						
Intersection	Critical Lane Volume (AM & PM & Saturday)			Level of Service (AM & PM & Sat.)		
Muirkirk Road and Longwood Drive	25.2*	38.9*	14.1*	--	--	--
Muirkirk Road and Old Balt Pike/Cedarhurst Drive	1,591	1,639	285	E	F	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.						

A 12,325 square foot church addition is proposed. Using rates shown in the Institute of Transportation Engineers' Trip Generation Manual, the church would generate 9 AM (5 in and 4 out) and 8 PM (4 in and 4 out) weekday peak hour vehicle trips. During the church's hour of highest usage on a Sunday, it would generate 343 trips (180 in and 163 out). The following trip distribution is assumed: 40 percent, east on Muirkirk Road; 40 percent, west on Muirkirk Road; 20 percent, south on Old Baltimore Pike. With the site added to the local roadway network, the following results are obtained:

TOTAL TRAFFIC CONDITIONS						
Intersection	Critical Lane Volume (AM & PM & Saturday)			Level of Service (AM & PM & Sat.)		
Muirkirk Road and Longwood Drive	25.3*	39.0*	44.6*	--	--	
Muirkirk Road and Old Balt Pike/Cedarhurst Drive	1,593	1,641	371	E	F	A
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.						

The traffic analysis identifies an inadequacy at the intersection of Muirkirk Road and Old Baltimore Pike/Cedarhurst Drive during both weekday peak hours. In this circumstance, however, it is noted that the Brickyard commercial development to the north of that intersection is solely responsible for the poor service levels noted during each peak hour under background traffic. Under existing conditions, the intersection operates acceptably. Furthermore, at such time as the Brickyard develops there is a requirement that physical improvements be made at this intersection with the installation of such improvements (Condition 22 of PGCPB No. 05-155). Therefore, staff will not require a condition at this location. The need for significant improvements at this location will clearly not be met unless the commercial center develops, and the commercial center will need to perform the needed improvements when the development is permitted.

It is noted that this analysis is limited to church facilities. The applicant has indicated that there are no plans to construct or operate a day care facility, private school, or other types of uses that may be more trip-intensive. Although adequacy has been determined, the plan should be approved with a trip cap consistent with the development quantity that has been assumed.

The site is not within or adjacent to any transportation master plan rights-of-way.

**Transportation Staff Conclusions**

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved with conditions.

- 8. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for school facilities in accordance with Section 24-122.02 of the Subdivision Regulations, CB-30-2003, and CR-23-2003 and concluded the above subdivision is exempt from a schools review because it is an institutional/church use.

9. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

The existing fire engine service at Beltsville Fire Station, Company 41, located at 3939 Powder Mill Road, has a service travel time of 6.80 minutes, which is beyond the 3.25-minute travel time guideline.

The existing paramedic service at Laurel Rescue Squad, Company 49, located at 14910 Laurel Bowie Road, has a service travel time of 6.20 minutes, which is within the 7.25-minute travel time guideline.

The existing ladder truck service at Laurel Fire Station, Company 10, located at 7411 Cherry Lane, has a service travel time of 6.00 minutes, which is beyond the 4.25-minute travel time guideline.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system should be provided in all new buildings proposed in this subdivision, unless the Prince George’s County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

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

10. **Police Facilities**—The General Plan addresses the provision of public facilities that will be needed to serve existing and future commercial developments. The plan includes planning guidelines for police and they are:

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

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

11. **Health Department**—The Health Department reviewed the application and had no comments to offer.
12. **Stormwater Management**—The Department of Environmental Resources (DER), Development Services Division, has determined that this project involves the redevelopment of a developed site. Stormwater requirements for this site include water quality for all new proposed impervious areas and twenty-percent of existing impervious area. Hydrodynamic structures and bio-retention ponds are required for water quality. Stormwater Management Concept Plan 27877-2004-00 was approved with conditions. However the approved Concept Plan expired January 6, 2007. The applicant should reapply for approval prior to signature approval of the preliminary plan. Development of the site must be in accordance with this approved plan.



13. **Archeology** - This parcel lies across the street from the Queen’s Chapel Cemetery and the former location of Queen’s Chapel (62-023-021). William Minnix, a farmer in the Vansville District, sold a 3/10 acre piece of land to six African-American men, who had expressed the need for a “place of worship,” in January 1868. The original Queen’s Chapel was established in 1868 on the tract across the road from the subject property, next to the cemetery and was important in the development of the African-American community of Rossville shortly after the Civil War. The cemetery was already in use before the church was established, indicating that a small African-American community may have existed in the vicinity prior to the establishment of the Rossville community. The first church was a small log structure that was replaced by a frame building on the same site in 1901. School classes were also held in the original log church. By the early 1950s, the Queens Chapel congregation had greatly expanded. At this time, the congregation purchased the tract of land on the north side of Muirkirk Road and began to raise money for a new church. The present Queen’s Chapel, on the subject property, is a brick structure that was built in 1953 on the north side of Old Muirkirk Road. Rossville developed from a community of freedmen who worked as laborers on local farms or at the nearby Muirkirk Iron Furnace.

Two historic archeological sites, 18PR149 and 18PR410, have been identified within a one-mile radius of the subject property. Site 18PR149 is the location of the old Muirkirk Furnace, which is also a County Historic Site (62-008). Site 18PR410 is the location of Abraham Hall, a late 19<sup>th</sup> century Benevolent Society building for African Americans and focal point for the Rossville Community, and a National Register site (62-023-07). The Thomas Matthews House, a County Historic Resource (62-023-17), and the Briarley Academy, a County Historic Site (62-010), are also located within a one-mile radius of the subject property.

In accordance with the Planning Board’s directives, as described in the “Guidelines for Archeological Review,” May 2005, and consistent with Subtitle 24-104, 121(a)(18), and 24-35.01, the subject property shall be the subject of a Phase I archeological investigation to identify any archeological sites that may be significant to the understanding of the history of human settlement in Prince George’s County, including the possible existence of slave quarters and slave graves, as well as archeological evidence of the presence of Native American peoples.

A Phase I archeological survey was completed on the Queens Chapel Methodist Church property and a draft report, *A Phase I Intensive Archaeological Survey of the Queens Chapel United Methodist Church Property, Muirkirk, Prince George’s County, Maryland, Building Permit #28323-2005*, has been received and was reviewed by staff on January 30, 2007. No archeological sites were identified in the survey and no further work was recommended. Staff concurs that no further archeological investigations are necessary on the Queens Chapel Methodist Church property. Four copies of the final report have been received and are pending acceptance by Historic Preservation staff. When the final report is deemed accepted, the archeological requirements will be considered fulfilled.

14. **Historic Preservation**—The subject application for preliminary plan of subdivision has no effect on historic resources.

## RECOMMENDATION

APPROVAL, of Preliminary Plan 4-06128 subject to the following conditions:

1. Prior to signature approval of the preliminary plan, the applicant shall reapply for approval of the Stormwater Management Concept Plan. The new approval date and number shall be noted on the preliminary plan.

2. Development shall be in conformance with the approved Stormwater Management Concept Plan and any subsequent revisions.
3. Prior to the issuance of any permits, the applicant shall prepare a proposal for the provision of one historical marker along the site's frontage on Old Muirkirk Road to denote the historic uses and its place in the history of Prince George's County. The proposal and specific language for the marker is subject to review and approval by Historic Preservation Section staff.
4. Any residential development of the subject property, other than one single-family dwelling, shall require the approval of a new preliminary plan of subdivision prior to the approval of any building permits.
5. Total additional development within the subject property shall be limited to 12,325 square feet of additional church facilities, or equivalent additional development which generates no more than 9 AM peak hour, 8 PM peak hour, and 343 Sunday peak hour vehicle trips. Any development generating a traffic impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
6. An automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.