



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Preliminary Plan 4-09037

Application	General Data	
<p>Project Name: Christ Apostolic Church of America</p> <p>Location: 200 feet south of the intersection of Emerson Street and Edmonston Road.</p> <p>Applicant/Address: Christ Apostolic Church 4909 Edmonston Road Hyattsville, MD 20781</p> <p>Property Owner: Christ Apostolic Church 4909 Edmonston Road Hyattsville, MD 20781</p>	Planning Board Hearing Date:	05/27/10
	Staff Report Date:	05/21/10
	Date Accepted:	03/19/10
	Planning Board Action Limit:	05/28/10
	Plan Acreage:	1.63
	Zone:	R-55
	Gross Floor Area:	7,441 sq. ft.
	Lots:	0
	Parcels:	1
	Planning Area:	69
	Tier:	Developed
	Council District:	05
	Election District:	02
	Municipality:	Hyattsville
200-Scale Base Map:	206NE04	

Purpose of Application	Notice Dates	
Institutional Use	Informational Mailing	10/09/09
	Acceptance Mailing:	03/10/10
	Sign Posting Deadline:	04/28/10

Staff Recommendation		Staff Reviewer: Justin Thornton	
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 4-09037
Christ Apostolic Church of America
New Fellowship Center, Parcel A

OVERVIEW

The site contains approximately 1.63 acres of land zoned R-55 (One-Family Detached Residential), consisting of one deed parcel, Parcel 75, evidenced in Liber 20962 at Folio 517. The applicant previously submitted a preliminary plan of Subdivision (4-04052) which was approved by the Planning Board on July 8, 2004 and the resolution was adopted on July 29, 2004. The resolution approved a total development of 9,660 square feet, of which 5,500 would be in a separate building (fellowship hall) from the existing 4,160-square-foot church. A detailed site plan (DSP-03050) was accepted for review on May 10, 2005 and approved by the Planning Board on July 14, 2005. That DSP reflected a new fellowship hall building that was labeled on the plan graphic and in the notes as being 5,500 square feet in size. The building size on the DSP was deemed to be consistent with the preliminary plan that had been approved.

On March 29, 2006, building permit 1657-2001-CGU-11 was issued to construct a 5,500 square foot building (fellowship hall). That permit should not have been issued. The preliminary plan that had been approved approximately two years earlier had not been taken to final plat for recordation and the creation of a record lot. Additionally, the amount of building development (5,500 square feet) should have also triggered a hold on the permit in accordance with Section 24-107(c)(7)(C) of the Subdivision regulations because the building square footage was over 5,000 square feet. To compound this problem, the building plan associated with the permit contained an architectural rendering reflecting a two-story building. Ultimately, a 10,327 square-foot building was constructed pursuant to the above mentioned permit.

Subsequent to the issuance of the building permit, Preliminary Plan 4-04052 was allowed to expire on July 29, 2006, prior to the filing of a final plat of subdivision. Approximately three years later, the applicant initiated the filing of the subject application (4-09037) to replace the existing 4,160 square-foot church with a new church 7,441 square feet in size. With this application, the existing site access from Edmonston Road would remain unchanged.

It is clear that mistakes were made by both the applicant's consultant in their plan presentation and by staff in the recommendation to approve the building permit for the fellowship hall. Notwithstanding these mistakes, staff is of the opinion that the adequate public facilities tests associated with the subject application should apply to all building development beyond the 4,160 square-foot church that existed prior to the submission of the first preliminary plan in 2004. This equates to 13,608 square feet (17,768 – 4,160).

SETTING

The site is located on the east side of Edmonston Road, approximately 200 feet south of its intersection with Emerson Street. The site is developed with a 4,160-square-foot church and the 10,327-square-foot fellowship hall as described in the overview. The site is located in an old commercial strip along Edmonston Road. Properties to the northeast, east, and southeast are zoned R-55 and are developed with single-family residences.

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-55	R-55
Uses	Church	Church, Fellowship Hall
Acreage	1.63	1.63
Lots	0	0
Parcels	1	1
Building	14,487 square feet (4,160 to be razed)	17,768 square feet (7,441 new)

2. **Environmental**—This 1.63-acre property is located on the east side of Edmonston Road, approximately 200 feet south of the intersection with Emerson Street. There are no floodplains, streams, Waters of the U.S., or wetlands associated with the site. The site drains into unnamed tributaries of the Northeast Branch watershed in the Anacostia River basin. There are no Marlboro clays, scenic, or historic roads located on or adjacent to the subject property. Based on information obtained from the Maryland Department of Natural Resources, Natural Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this site. Edmonston Road is a collector roadway generally not evaluated for noise impacts. The soils found to occur on the site, according to the *Prince George’s County Soil Survey*, are Christiana and Sunnyside. These soils generally exhibit slight to moderate limitations to development due to high shrink-swell potential, poor stability, and steep slopes. The site does not contain any elements within the designated network of the Approved Countywide Green Infrastructure Plan. The property is located in the Developed Tier as delineated in the adopted *Prince George’s County Approved General Plan*.

The 1994 *Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)* contains no specific environmentally-related guidelines pertaining to the subject site. The master plan predates current ordinances and regulations that will be reviewed with this application. The environmental requirements for woodland conservation and stormwater management are addressed in the Environmental Review section below.

The site is exempt from the Woodland Conservation and Tree Preservation Ordinance because it contains less than 10,000 square feet of woodlands, and there is no previously approved tree conservation plan on the subject property. The Environmental Planning Section issued three

standard letters of exemption from the Woodland Conservation Ordinance on June 7, 2000, June 18, 2002, and again on March 9, 2010, which expires on March 9, 2012.

3. **Community Planning**—The property is in Planning Area 69/Neighborhood 3. The 2002 General Plan places the property 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 inconsistent with the 2002 General Plan Development Pattern policies for the Developed Tier. The 1994 *Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity (Planning Area 69)* recommends a public/quasi-public institutional use for this site, recognizing its longstanding use as a church. This application conforms to the master plan recommendation. The 2009 Approved Port Towns Sector Plan and Sectional Map Amendment shows the site as zoned R-55.

The subject property is located within the Edmonston Road Main Street Character Area of the Port Towns sector plan. A key goal for this character area is to establish a new town center for Edmonston and to improve street connectivity and pedestrian accommodations along Edmonston Road. The town center would include new civic uses and a retail center fronting Edmonston Road. Key strategies to achieve this goal are to:

- **Explore opportunities to locate civic uses, including a possible new town hall site, around a public green that could serve as the focal point for the new Edmonston town center.**
- **Encourage low-density, mixed-use development with ground-floor retail fronting Edmonston Road and Decatur Street.**
- **Establish a “main street” character along Edmonston Road.**
- **Ensure that shop fronts face Edmonston Road and/or Kenilworth Avenue and that parking is located to the side and to the rear of buildings.**

The proposed development is consistent with the Port Towns Sector Plan Proposed Land Use Map (Page 21) and the Illustrative Site Plan (Page 35), which retains the existing church as part of Edmonston’s new town center. However, the proposed development is inconsistent with the regulating plan design guidelines. However, the sector plan calls for new mixed-use development to replace the existing parking lot along Edmonston Road to foster the main street and pedestrian-oriented environment desired for the area. To this end, the applicant should consider enhancing the parking lot edge along Edmonston Road. Enhancements could include expanded landscaping in the landscape strip abutting Edmonston Road complemented by a three-foot-high brick, stone, or finished concrete wall. Any remaining chain-link fences should be removed. At the time of detailed site plan, the applicant should address the subject site's conformance to the regulating plan design guidelines.

4. **Parks and Recreation**—In accordance with Section 24-134(a) of the Prince George’s County Subdivision Regulations, this subdivision is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.
5. **Trails**—The Approved Countywide Master Plan of Transportation and the master plan designate Edmonston Road as a Class III bikeway with appropriate signage. Most of the existing road is open section with scattered discontinuous sidewalks. At the subject site, there is existing curb and gutter with some sidewalk area. The applicant's proposal shows an extension of the existing

sidewalk along the frontage of the property that would connect to the entrance drive of the off-site parking lot.

6. **Transportation**—The applicant prepared traffic counts on Sunday, March 21, 2010 and submitted the findings to the Transportation Planning Section for review. The findings and recommendations outlined below are based upon a review of these materials and analysis conducted by the staff of the Transportation Planning Section, consistent with the “Guidelines for the Analysis of the Traffic Impact of Development Proposals.”

Growth Policy—Service Level Standards

The application is a subdivision plan to allow for an expansion of an existing church. Currently, the church is a one-story building with 4,160 square feet, and the site also contains a 10,327-square-foot church hall. The existing church is proposed to be razed and replaced with a two-story building of 7,441 square feet, for a total of 17,768 square feet of church facilities. Therefore, the proposed development would generate 39 additional vehicle trips during the Sunday peak hour and 3 additional vehicle trips during the AM and PM weekday peak hours as determined using the “Guidelines for the Analysis of the Traffic Impact of Development Proposals.”

The subject property is located within the Developed Tier, as defined in the *Prince George’s County Approved General Plan*. As such, the subject property is evaluated according to the following standards:

- a. Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.
- b. Unsignalized intersections: *The Highway Capacity Manual* (Transportation Research Board) 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.

Traffic generated by the proposed preliminary plan would impact the unsignalized intersection of Emerson Street and Edmonston Road. The critical intersection of Emerson Street and Edmonston Road is not programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George’s County Capital Improvement Program.

Staff has no recent turning movement counts at the critical intersection of Emerson Street and Edmonston Road during the AM and PM peak hours. Due to the limited trip generation of this site, the Planning Board could deem the site’s impact at this location to be de minimus during the AM and PM peak hours. It is therefore recommended that the Planning Board find that 3 AM and 3 PM peak-hour trips will have a de minimus impact upon delay in the critical movements at the Emerson Street and Edmonston Road intersection.

The critical intersection of Emerson Street and Edmonston Road during the peak hour of 10:30 a.m. to 11:30 p.m. on an average Sunday will not experience delays exceeding 50.0 seconds. The existing intersection delay is 14.0 seconds; delay with the site trips added would be

15.0 seconds, an acceptable operating condition. There is no approved but unbuilt development in the immediate area; therefore, the background situation is not analyzed.

Although adequacy has been determined for the use described, the plan should be approved with a trip cap consistent with the adequacy finding. The total development quantity (17,768 square feet of gross floor area), includes existing structures as well as structures proposed by the applicant.

The site is adjacent to Edmonston Road, a primary master plan roadway with 60 feet of right-of-way. The preliminary plan accurately reflects the right-of-way and no further dedication is required.

TRANSPORTATION STAFF CONCLUSIONS

Based on the preceding findings, adequate transportation facilities would exist as required by Section 24-124 of the Prince George’s County Code if the application is approved with conditions.

- 7. **Schools**—The subdivision application has been reviewed for impacts on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (County Council Resolutions CR-23-2003 and CR 38-2002) and concluded that the subject subdivision is exempt from the review for schools because it is a nonresidential use.
- 8. **Fire and Rescue Service**—The Special Projects 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)(C) and (E) of the Subdivision Ordinance.

Fire/EMS Company #	Fire/EMS Station Name	Service	Address	Actual Travel Time (minutes)	Travel Time Guideline (minutes)	Within/ Beyond
9	Bladensburg	Engine	4213 Edmonston Road	1.00	3.25	Within
9	Bladensburg	Ladder Truck	4213 Edmonston Road	1.00	4.25	Within
55	Bunker Hill	Paramedic	3716 Rhode Island Avenue	4.40	7.25	Within
9	Bladensburg	Ambulance	4213 Edmonston Road	1.00	4.25	Within

Capital Improvement Program (CIP)

There are no CIP projects for public safety facilities proposed in the vicinity of the subject site.

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

- 9. **Police Facilities**—The police facilities test is performed on a countywide basis for nonresidential development 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 Department and the

July 1, 2008 (U.S. Census Bureau) county population estimate is 820,520. Using the 141 square feet per 1,000 residents, it calculates to 115,693 square feet of space for police. The current amount of space, 267,660 square feet, is above the guideline.

10. **Water and Sewer Categories**—Section 24-122.01(b)(1) of the Subdivision Regulations states that, “the location of the property within the appropriate service area of the Ten-Year Water and Sewerage Plan is deemed sufficient evidence of the immediate or planned availability of public water and sewerage for preliminary or final plat approval.”

The 2008 Water and Sewer Plan placed this property in water and sewer Category 3, Community System. Existing water and sewer lines should be shown on the plan.

11. **Health Department**—The Health Department reviewed the application and stated that a raze permit should be obtained through the Department of Environmental Resources (DER) prior to the removal of the existing building (one-story frame church). Any hazardous materials located in the structure must be removed and properly stored or discarded prior to the structure being razed.
12. **Stormwater Management**—The Department of Environmental Resources, Development Services Division, approved a Stormwater Management Concept Plan (9211-2009-00) for the proposed development on May 5, 2009. Development must be in accordance with this approved plan, or any approved revision thereto.
13. **Cemeteries**—There are no known cemeteries on or near the subject property.
14. **Historic Preservation**—A Phase I archeological survey is not recommended for the proposed subdivision located at 4909 Edmonston Road in Hyattsville, Maryland. The subject property is already developed with two buildings and a parking lot. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. However, the applicant should be aware that three archeological sites, 18PR96 (George Washington Inn), 18PR390 (Riversdale), and 18PR951 (Bostwick), are located within one mile of the subject property. In addition, there are 17 county historic sites and five historic resources located within one mile of the subject property.

Moreover, Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties, to include archeological sites. This review is required when state or federal monies, or federal permits are required for a project.

15. **Public Utility Easement**—A ten-foot public utility easement is provided along the entire frontage of the property along Edmonston Road, and is required.
16. **Church Requirements**—County Council Bill CB-76-1993 requires churches located on lots between one and two acres in size to obtain detailed site plan (DSP) approval. The applicant filed a detailed site plan for the new church structure (DSP-03050/01). It was accepted on May 28, 2009 and is currently dormant. If the Planning Board approves the preliminary plan, the applicant has indicated its intention to move forward with DSP-03050/01. Through the detailed site plan process the applicant should address design issues associated with the site’s conformance to the regulating plan.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision, the existing water and sewer lines should be shown on the plan.
2. The applicant and the applicant's heirs, successors and/or assignees shall provide a standard five-foot-wide sidewalk on Edmonston Road, south of the existing driveway entrance, unless modified by DPW&T.
3. The applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution for \$210 to the Department of Public Works and Transportation (DPW&T) for the placement of "Share the Road" bikeway signage. A note shall be placed on the final plat for the payment to be received prior to the issuance of the first building permit.
4. Total development within the subject property shall be limited to the existing church facilities and assembly hall (14,487 square feet), plus equivalent additional development (3,281 square feet) which generates no more than 39 vehicle trips during the Sunday peak hour and no more than 3 AM and 3 PM weekday peak-hour vehicle trips. Any development other than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
5. Prior to the approval of the final plat, the following notes shall be placed on the plat:
 - a. Development of this site shall be in conformance with the Stormwater Management Concept Plan 9211-2009-00.
 - b. The applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Department of Public Works and Transportation (DPW&T) for the placement of "Share the Road" bikeway signage prior to the issuance of the first building permit.
6. At the time of final plat, the applicant shall dedicate a ten-foot public utility easement (PUE) along the public right-of-way (ROW) as delineated on the approved preliminary plan of subdivision.