

R E S O L U T I O N

WHEREAS, Iglesia Roca de la Eternidad is the owner of a 6.47-acre parcel of land known as Parcels 83 and 84 and Lot 11, Block A, said property being in the 2nd Election District of Prince George's County, Maryland, and being zoned One-Family Detached Residential (R-55) within a Development District Overlay (D-D-O); and

WHEREAS, on August 22, 2017, Iglesia Roca de la Eternidad filed an application for approval of a Preliminary Plan of Subdivision for one parcel; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-17001 for Iglesia Roca de la Eternidad was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on December 7, 2017, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on December 7, 2017, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-006-2017, and further APPROVED Preliminary Plan of Subdivision 4-17001 for one parcel with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plans shall be revised to:
 - a. Remove the proposed building and parking.
 - b. Reflect the entire public dedication area of 69th Avenue, and provide a 10-foot wide public utility easement along the subject property's frontage along 69th Avenue.
 - c. Label all abutting properties with their lot or parcel designation, recording reference (plat or deed), zone, and existing use or indicate that the property is vacant if no use is existing.
 - d. Reflect the accurate gross floor area for the existing and proposed development in the General Notes.

- e. Remove all building restriction lines.
2. Development of this site shall be in conformance with Stormwater Management Concept Plan 24494-2016-00 and any subsequent revisions.
3. Total development shall be limited to uses, which generate no more than 12 AM and 13 PM peak-hour weekday vehicle trips, and 280 peak-hour vehicle trips on Sunday. Any development generating an impact greater than that identified herein shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
4. A substantial revision to the uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision prior to approval any building permits.
5. In conformance with the 2009 *Approved Countywide Master Plan of Transportation* and the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*, prior to signature approval, the plans shall be revised to include the following:
 - a. Revise the plans to include the American Disabilities Act compliant sidewalk along the subject site's frontage of MD 450 (Annapolis Road), unless modified by the Maryland State Highway Administration or the Prince George's County Department of Permitting Inspections and Enforcement.
 - b. Mark and label the existing sidewalk along the site's frontage of 69th Avenue.
6. At the time of detailed site plan, mark and label a location for a bicycle rack, accommodating a minimum of five bicycles, at a location convenient to the multipurpose sanctuary. A detail for the bicycle rack shall be included with the plan sheets.
7. Prior to approval of any building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following required adequate pedestrian and bikeway facilities, as designated below or as modified by the Prince George's County Department of Public Works and Transportation, the Prince George's County Department of Permitting Inspections and Enforcement, and/or the Prince George's County Department of Parks and Recreation, in accordance with Section 24-124.01 of the Subdivision Regulations, have (a) full financial assurances, (b) have been permitted for construction through the applicable operating agency's access permit process, and (c) have an agreed-upon timetable for construction and completion with the appropriate operating agency:
 - a. Construct an American with Disabilities Act compliant sidewalk within the state right-of-way of MD 450 (Annapolis Road) along the frontages of Parcels 81 and 82 to the intersection with 68th Avenue. Improvements within the right-of-way shall be within the cost cap specified in Section 24-124.01(c).

- b. At the time of detailed site plan (DSP), provide an exhibit that illustrates the location and limits of the on- and off-site sidewalk along MD 450 (Annapolis Road) for review by the operating agencies. This exhibit shall show the location, limits and details of all off-site improvements, including the sidewalk and any necessary curb cuts or ramps, consistent with Section 24-124.01(f). If it is determined at the time of DSP that alternative off-site improvements are appropriate, the applicant shall demonstrate that the substitute improvements shall comply with the facility types contained in Section(d), be within one-half mile walking or bike distance of the subject site, within the public right-of-way, and within the limits of the cost cap contained in Section(c). The Prince George's County Planning Board shall find that the substitute off-site improvements are consistent with the bicycle and pedestrian impact study adequacy finding made at the time of preliminary plan of subdivision.
8. At the time of detailed site plan (DSP), the applicant shall demonstrate the use of full cut-off optic light fixtures on this site to reduce light intrusion, and eliminate spill-over light through the submittal of a photometric plan to be approved with the DSP.
9. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be revised as follows:
 - a. Revise the woodland conservation worksheet to show the correct acreages for gross tract area, 100-year floodplain, existing woodland, previously dedicated land, and proposed woodland to be cleared.
 - b. Revise the TCP1 by re-labeling all areas that are identified as woodland preservation, but do not meet the minimum size requirements for preservation credit to "woodland preserved-not credited," and adjust the Woodland Conservation worksheet accordingly.
 - c. Identify all woodland conservation treatment areas including, but not limited to woodland preservation, reforestation, afforestation, woodland cleared within the floodplain, and woodland preserved-assumed cleared. Each woodland conservation treatment area shall be labeled with its type and acreage to the nearest 1/100th of an acre.
 - d. Identify all woodland within existing and proposed easements (except surface drainage easements). Show them as cleared on the plan and the acreage in the worksheet.
 - e. Identify the location of all previously dedicated land on the TCP1, if it exists.
 - f. Revise the Specimen Tree table to include a column to indicate whether or not each of the specimen trees listed are proposed to be saved or removed, and an additional column to indicate whether each of the specimen trees are located on- or off-site.

- g. Revise the TCP1 so that the entire limit of disturbance is legible and clearly distinguishable from other features on the plan.
 - h. Remove all details and locations for tree protection devices from the TCP1 plan.
 - i. The required Property Owners Awareness Certificates shall be completed and included on the TCP1 for all properties that are directly impacted by woodland clearing associated with the proposed development of this project.
 - j. Add the TCP1 number in the approval block and have the qualified professional sign and date the Woodland Conservation worksheet.
 - k. Have the qualified professional who prepared the TCP1 sign and date it and update the revision box with a summary of the revisions made.
 - l. Revise all symbols for regulated environmental features on the TCP1 to match those required by the Environmental Technical Manual.
10. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-006-2017). The following note shall be placed on the final plat of subdivision:
- “This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-006-2017), or as modified by the Type 2 Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”
11. Prior to issuance of permits for this subdivision, the Type 2 tree conservation plan shall be revised and approved as appropriate. The following note shall be placed on the final plat of subdivision:
- “This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”
12. Prior to signature approval of the preliminary plan of subdivision, the Type 1 tree conservation plan (TCP1) shall be reconciled with the natural resources inventory (NRI) so no discrepancies exist regarding the acreages of existing features that are reflected on both sets of plans. Revise the NRI or TCP1 as appropriate.

13. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the delineated primary management area, except for any approved impacts or existing easements that are to remain, and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the Maryland-National Capital Park and Planning Commission Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

14. Prior to issuance of any permits which impact 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.
15. Prior to issuance of the grading permit, a copy of the approved final stormwater management plan shall be submitted to the Environmental Planning Section to verify conformance with the certified Type 2 tree conservation plan and detailed site plan. Any inconsistencies must be addressed prior to issuance of the first grading permit.
16. At the time of final plat, the applicant and the applicant’s heirs, successors, and/or assignees shall:
- a. Dedicate 62 feet from the baseline of MD 450 (Annapolis Road) to public use as reflected on the approved preliminary plan of subdivision.
 - b. Grant a 10-foot-wide public utility easement along public rights-of-way.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George’s County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George’s County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located in the southwest of the intersection of 69th Avenue and MD 450 (Annapolis Road). This preliminary plan of subdivision (PPS) includes tax Parcels 83 and 84 and Lot 11, Block A, recorded in the Prince George’s County Land Records in Liber 34467 at folio 457, Liber 34993 at folio 520, and Plat Book 75-96, respectively. The subject site is developed with 9,609 square feet of existing gross floor area, which includes an existing church (4,536 square feet), accessory building (4,320 square feet), and rectory (753 square feet).

The acreage of the subject site is 6.47 acres and it is located in the One-Family Detached Residential (R-55) Zone. This site is also within a Development District Overlay (D-D-O) Zone and is subject to the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA). The applicant is proposing to consolidate the subject properties into one parcel, demolish the existing accessory building, and construct a new 17,971-square-foot building for an institutional use (multipurpose sanctuary). The current development proposal is a permitted use in the R-55/D-D-O Zone, which requires the review and approval of a detailed site plan (DSP) to address the design standards of the sector plan for the construction of the new building.

3. **Setting**—The property is located on Tax Map 51, Grid C-2, in Planning Area 69 and is zoned R-55. Development surrounding the site includes: undeveloped R-55-zoned parcels and public streets to the east; single-family detached dwellings in the R-55 Zone and MD 450 (Annapolis Road) to the north; and single-family detached dwellings in the R-55 Zone to the west and south.
4. **Development Data Summary**—The following information relates to the subject PPS application and the approved development.

	EXISTING	APPROVED
Zone	R-55/D-D-O	R-55/D-D-O
Use(s)	Institutional (5,289 sq. ft. to remain) (4,320 sq. ft. to be razed)	Institutional (23,260 sq. ft.) (5,289 sq. ft. existing) (17,971 sq. ft. proposed)
Acreage	6.47	6.47
Lots	1	0
Outlots	0	0
Parcels	2	1
Dwelling Units:	0	0
Public Safety Mitigation	No	No
Variance	No	No
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard before the Subdivision and Development Review Committee on September 8, 2017.

5. **Community Planning**—The subject site is located within the Established Communities policy area of the *Plan Prince George’s 2035 Approved General Plan* (General Plan). The General Plan describes Established Communities as areas appropriate for context-sensitive infill and low- to medium-density development, and recommends maintaining and enhancing existing public services, facilities, and infrastructure to ensure that the needs of residents are met.

The Central Annapolis Road SMA retained the subject property in the R-55 Zone and applied a D-D-O Zone, which imposes urban design standards to implement the plan's vision along the corridor. The D-D-O Zone standards are applicable at the time of DSP pursuant to Section 27-548.25(b) of the Prince George's County Zoning Ordinance. The sector plan recommends institutional land uses on the subject property. Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, this application conforms to the General Plan and Central Annapolis Road Sector Plan and SMA. This property is not located in an aviation policy area or the Military Installation Overlay (M-I-O) Zone.

6. **Stormwater Management**—The site has an approved Stormwater Management Concept Letter and Plan (24494-2016-00), which has been found to be in conformance with Subtitle 32, Water Quality Resources and Grading Code, by the Prince George's County Department of Permitting, Inspection and Enforcement (DPIE). DPIE has approved a fee payment of in lieu of providing on-site attenuation/quality control measures with a condition to provide water quality control through implementation of a submerged gravel wetland. One bioretention facility and one submerged gravel wetland are provided on-site. One outfall structure is provided within the primary management area (PMA) to convey stormwater off-site into the natural drainage course system. The stormwater management concept plan is consistent with the Type 1 Tree Conservation Plan (TCP1).

Development must be in conformance with the approved stormwater management concept plan, or subsequent revisions, to ensure that on-site or downstream flooding does not occur.

7. **Parks and Recreation**—In accordance with Section 24-134(a) of the Subdivision Regulations, the PPS consists of nonresidential development and is therefore exempt from the mandatory dedication of parkland requirement.
8. **Trails**—The plan was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

Due to the site's location within the Annapolis Road Corridor, it is subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the "Transportation Review Guidelines, Part 2- *Adequate Public Pedestrian and Bikeway Facilities in Centers and Corridors*" at the time of PPS.

Master Plan Compliance and Prior Approvals

One master plan trail issue impacts the subject property with MD 450 (Annapolis Road) being designated as a trail/bikeway corridor in the MPOT, and the sector plan further recommending that future development accommodate a multiway boulevard. The MPOT includes the following recommendations for MD 450:

MD 450 Standard or Wide Sidewalks with On-Road Bicycle Facilities: Provide continuous sidewalks and on-road bicycle facilities along this heavily traveled corridor. These sidewalks will improve access to the New Carrollton Metro Station, as well as several commercial areas. Areas of high pedestrian traffic may warrant wide sidewalks. Pedestrian amenities and safety features are also warranted in some areas. On-road bicycle facilities should be provided. Although right-of-way constraints may not allow full bicycle lanes, wide outside curb lanes are recommended (page 20).

The sector plan expands upon this recommendation and includes the following short-, medium-, and long-term strategies along MD 450:

- **Install continuous roadway lighting to improve the visibility of pedestrians and bicyclists along Annapolis Road.**
- **Install street trees to provide shade and a buffer for pedestrians.**
- **Install continuous ADA-accessible sidewalks along both sides of Annapolis Road.**
- **In the short term, develop a bike route, in the form of a shared-use roadway, using local, low-volume neighborhood streets. The bike route should be designed to meet three key objectives: (1) giving priority to bicycle mobility and comfort; (2) preserving auto access to all local land uses; and (3) discouraging cut-through auto traffic. Install wayfinding signs designating it as a preferred bicycle route.**
- **In the mid-term (by 2025), replace the curb lane in each direction between 65th Avenue and Gallatin Street with an at-grade bike track with paint-striped buffer separating it from the two remaining travel lanes.**
- **Over the long term (2026 and beyond), develop the multiway boulevard concept with bike lanes. Carefully design curb radii, medians, and refuge islands to ensure safe pedestrian crossings (page 51).**

The MPOT also contains a section on Complete Streets, which provides guidance on accommodating all modes of transportation as new roads are constructed or frontage improvements are made. It also includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

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 the south side of MD 450, including the frontage of the subject site. This sidewalk will need to be reconstructed along the frontage of the subject site to bring it into conformance with current American with Disabilities Act (ADA) requirements and County standards and specifications. A sidewalk also exists along the site's frontage of 69th Avenue. The proposed road diet and the provision of buffered bicycle lanes along MD 450 is beyond the scope of the subject site's limited road frontage and will have to be undertaken by the Maryland State Highway Administration (SHA) as part of a larger, corridor-wide restriping or reconstruction project. However, it should be noted that modeling done at the time of the master plan indicated that traffic volumes can accommodate the road diet, which will ultimately allow for buffered bicycle lanes and a wider pedestrian zone.

The D-D-O Zone includes the following standards regarding pedestrian access and bicycle parking:

1. The following requirements relate to the accommodation of pedestrian and bicycle infrastructure and access:

a. Development sites shall provide links to adjacent sidewalk or path networks to maintain continuity between development sites.

Sidewalk access is provided from the public rights-of-way to the existing and proposed buildings on-site. The sidewalk along MD 450 provides access to the surrounding properties and communities.

b. The location of on-site path networks should maximize access to primary structures and minimize conflicts with automotive access and storage.

Sidewalk access is provided from the public rights-of-way to the existing and proposed buildings on-site. Sidewalks are behind the curb and separated from the motor vehicle travel lanes, which provide a safe route for pedestrians to use around and onto the subject site. Several additional sidewalk connections are proposed on-site that connect to the planned building and associated parking lots.

c. Paths internal to a site shall be no less than four feet wide.

For purposes herein, a path is an internal sidewalk. The sidewalks included on the plan meet this requirement.

- f. Commercial pad sites oriented towards Annapolis Road shall be designed to provide a direct pedestrian connection to sidewalk or path networks along Annapolis Road.**

A direct pedestrian connection is provided from the sidewalk along MD 450 to the proposed sanctuary. From 69th Avenue, a secondary pedestrian sidewalk to the building is provided on-site. The existing sidewalk along the site's frontage of 69th Avenue shall be marked and labeled on the plans.

- g. Non-residential and multi-family developments in the Glenridge Transit Village and Retail Town Center Character Areas shall provide a minimum of two bicycle parking spaces per 10,000 square feet of GFA.**
- h. Bicycle parking is not required for non-residential and multi-family developments under 10,000 square feet of GFA in the Glenridge Transit Village and Retail Town Center character areas.**
- i. Whenever possible, bicycle parking spaces should be located near building entrances, but should not conflict with pedestrian circulation routes.**
- j. Bicycle parking spaces shall be located in accessible, secure, well-lit, and highly-visible areas.**
- k. Bicycle racks and/or lockers should be designed and located so that they are integral to the overall site design and should be compatible in appearance with other site furnishings.**

A small amount of bicycle parking is required at a location convenient to the entrance to the multipurpose sanctuary, and will be further reviewed at the time of DSP.

Proposed On-Site Bicycle and Pedestrian Improvements

The subject application is for a partially developed site within an established community. Sidewalks exist along the site's frontages of MD 450 and 69th Avenue, although the sidewalk along MD 450 does not meet current ADA specifications or standards. Sidewalk access is proposed on the site from the existing sidewalk along MD 450 to the building entrance. Sidewalks are shown along three sides of the proposed building. An additional sidewalk has been added to the plans that connects the rear parking lot with the proposed building. Sidewalks internal to the subject site, as described, are conceptually shown at this time and will be further evaluated at the time of DSP.

Review of the Bicycle and Pedestrian Impact Statement (BPIS) and Proposed Off-Site Improvements

Due to the location of the subject site within a designated corridor, the application is subject to a required finding for adequate pedestrian and bikeway facilities, which includes a requirement for

the provision of off-site bicycle and pedestrian improvements. Section 24-124.01(c) of the Subdivision Regulations includes the following guidance regarding off-site improvements:

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

Section 24-124.01 of the Subdivision Regulations also includes specific guidance regarding the cost cap for the off-site improvements. The amount of the cost cap is determined pursuant to Section 24-124.01(c):

The cost of the additional off-site pedestrian or bikeway facilities shall not exceed thirty-five cents (\$0.35) per gross square foot of proposed retail or commercial development proposed in the application and Three Hundred Dollars (\$300.00) per unit of residential development proposed in the application, indexed for inflation.

Based on Subpart (c) and the proposed 17,971-square-foot multipurpose sanctuary, the cost cap for the application is \$6,290. This requirement does not apply to existing GFA.

Section 24-124.01 also provided specific guidance regarding the types of off-site bicycle and pedestrian improvements that may be required, per Section 24-124.01(d):

- (d) **Examples of adequate pedestrian and bikeway facilities that a developer/property owner may be required to construct shall include, but not be limited to (in descending order of preference):**
- 1. installing or improving sidewalks, including curbs and gutters, and increasing safe pedestrian crossing opportunities at all intersections;**
 - 2. installing or improving streetlights;**
 - 3. building multi-use trails, bike paths, and/or pedestrian pathways and crossings;**
 - 4. providing sidewalks or designated walkways through large expanses of surface parking;**
 - 5. installing street furniture (benches, trash receptacles, bicycle racks, bus shelters, etc.); and**

6. installing street trees.

A scoping meeting was held with the applicant on April 20, 2017. The requirements and provisions of Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2, 2013” were discussed, and several possible alternatives for off-site improvements were identified. Possible improvements identified at this time included crosswalk striping along or across MD 450, pedestrian safety signage, and bike route markings in the vicinity of the subject site.

The required bicycle and pedestrian impact statement (BPIS) was submitted in October 2017. The applicant identified the opportunity to widen the existing sidewalk along MD 450 for the frontage of the adjacent property (Parcel 82). This improvement, in conjunction with the improvements along the frontage of the subject site, will improve ADA accessibility along a stretch of MD 450 where it is currently lacking. The extension of this sidewalk improvement to 68th Avenue is required. This will involve the widening of the existing sidewalk across the frontage of Parcel 81, as well. The total sidewalk improvement (across the frontage of Parcels 81 and 82) will extend for a total of 122 linear feet, be completely within right-of-way owned by SHA, and will provide an ADA-accessible route along an entire block of MD 450 (from 68th Avenue to 69th Avenue). Based on cost estimates included in the Prince George’s County Department of Public Works and Transportation construction price list, this improvement can be completed within the cost cap.

Demonstrated nexus between the subject application and the off-site improvements

Section 24-124.01(c) requires that a demonstrated nexus be found with the subject application in order for the Prince George’s County Planning Board to require the construction of off-site pedestrian and bikeway facilities. This section is copied below, and the demonstrated nexus between each of the off-site improvements and the subject application is summarized below.

- (c) **As part of any development project requiring the subdivision or re-subdivision of land within Centers and Corridors, the Planning Board shall require the developer/property owner to construct adequate pedestrian and bikeway facilities (to the extent such facilities do not already exist) throughout the subdivision and within one-half mile walking or bike distance of the subdivision if the Board finds that there is a demonstrated nexus to require the applicant to connect a pedestrian or bikeway facility to a nearby destination, including a public school, park, shopping center, or line of transit within available rights of way.**

Demonstrated Nexus Finding: The sidewalk improvement proffered by the applicant will improve ADA access along MD 450 in the immediate vicinity of the subject application. This improvement will directly enhance the pedestrian environment between the site and multiple bus stops and commercial areas. Combined with the on-site improvements for the site along MD 450, the off-site sidewalk enhancements will provide an ADA-accessible route along an entire block of MD 450 where one previously did not exist.

Finding of Adequate Bicycle and Pedestrian Facilities

Council Bill CB-2-2012 requires that the Planning Board make a finding of adequate bicycle and pedestrian facilities at the time of PPS. Council Bill CB-2-2012 is applicable to PPS within designated centers and corridors. The subject application is located within the designated Annapolis Road corridor, as depicted on the Adequate Public Facility Review Map of the General Plan. Council Bill CB-2-2012 also included specific guidance on the criteria for determining adequacy, as well as what steps can be taken if inadequacies need to be addressed.

As amended by CB-2-2012, Section 24-124.01(b)(1) and (2) of the Subdivision Regulations includes the following criteria for determining adequacy:

- (b) Except for applications for development project proposing five (5) or fewer units or otherwise proposing development of 5,000 or fewer square feet of gross floor area, before any preliminary plan may be approved for land lying, in whole or part, within County Centers and Corridors, the Planning Board shall find that there will be adequate public pedestrian and bikeway facilities to serve the proposed subdivision and the surrounding area.**
 - 1. The finding of adequate public pedestrian facilities shall include, at a minimum, the following criteria:**
 - a. the degree to which the sidewalks, streetlights, street trees, street furniture, and other streetscape features recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area; and**
 - b. the presence of elements that make is safer, easier and more inviting for pedestrians to traverse the area (e.g., adequate street lighting, sufficiently wide sidewalks on both sides of the street buffered by planting strips, marked crosswalks, advance stop lines and yield lines, “bulb out” curb extensions, crossing signals, pedestrian refuge medians, street trees, benches, sheltered commuter bus stops, trash receptacles, and signage. (These elements address many of the design features that make for a safer and more inviting streetscape and pedestrian environment. Typically, these are the types of facilities and amenities covered in overlay zones).**

With the additional sidewalks to be provided on-site and the sidewalk and ADA improvements required off-site, the environment for pedestrians will be greatly enhanced in the immediate vicinity of the site. Necessary sidewalks exist along 69th Avenue, and several additional sidewalks are proposed on-site to serve the proposed building and associate parking lots. The sidewalk improvement along MD 450, both on-site and

off-site, will improve ADA access along MD 450 in the immediate vicinity of the subject application. This improvement will directly enhance the pedestrian environment between the site and multiple bus stops and commercial areas. The sidewalk improvements along MD 450 will provide an ADA-accessible route along an entire block of MD 450 where one previously did not exist. With the facilities approved, pedestrian facilities will be adequate for the subject application in accordance with Section 24-124.01 of the Subdivision Regulations.

2. **The finding of adequate public bikeway facilities shall, at a minimum, include the following criteria:**
 - a. **the degree to which bike lanes, bikeways, and trails recommended in the Countywide Master Plan of Transportation and applicable area master plans or sector plans have been constructed or implemented in the area;**
 - b. **the presence of specially marked and striped bike lanes or paved shoulders in which bikers can safely travel without unnecessarily conflicting with pedestrians or motorized vehicles;**
 - c. **the degree to which protected bike lanes, on-street vehicle parking, medians or other physical buffers exist to make it safer or more inviting for bicyclists to traverse the area; and**
 - d. **the availability of safe, accessible and adequate bicycle parking at transit stops, commercial areas, employment centers, and other places where vehicle parking, visitors, and/or patrons are normally anticipated.**

A buffered bike lane is recommended along MD 450 in the immediate vicinity of the subject site within the right-of-way (ROW). However, this facility will have to be accommodated along MD 450 as part of a comprehensive road diet for the corridor, which is beyond the scope of the subject application and well beyond the cost cap. This is the only master plan bicycle facility in the immediate vicinity of the subject site. A small amount of bicycle parking shall be provided to serve the multipurpose sanctuary. The possibility of bicycle wayfinding signage in the vicinity of the site was explored, but it was concluded that the sidewalk improvement has a stronger demonstrated nexus due to its immediate proximity to the application.

9. **Transportation**—This application includes razing a 4,320-square-foot existing structure and construction of a 17,971-square-foot multipurpose sanctuary, in addition to the existing structures on-site. Ultimately, 23,260 square feet of church facilities are approved for this site.

The traffic generated by the preliminary plan would impact the following intersections, interchanges, and links in the transportation system:

- MD 450 and 69th Avenue (unsignalized)
- MD 450 and Cooper Lane (signalized/Sunday only)

The application is supported by traffic counts dated October 2017. The findings outlined below are based upon a review of these materials and analyses conducted consistent with the “Transportation Review Guidelines, Part 1 2012.”

The following table summarizes site trip generation. This trip generation is used for the analysis and for formulating the trip cap for the site:

Trip Generation Summary, 4-17001, Iglesia Roca de la Eternidad									
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour			Sunday
			In	Out	Tot	In	Out	Tot	Tot
Existing Church	9,609	square feet	3	2	5	2	3	5	116
Total Existing Trips			3	2	5	2	3	5	116
Portion to be Razed	4,320	square feet	-2	-1	-3	-1	-1	-2	-52
New Church Building	17,971	square feet	6	4	10	5	5	10	216
Net New Trips Utilized in Analysis			4	3	7	4	4	8	164
Total Site Trips			7	5	12	6	7	13	280
Proposed Cap (Existing Less Razed Plus New)					12			13	280

Existing Traffic:

The subject property is located within Transportation Service Area (TSA) 1, as defined in the *Plan Prince George’s 2035 Approved General Plan*. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better. Mitigation, as defined by Section 24-124(a)(6) of the Subdivision Regulations, is permitted at signalized intersections within any tier subject to meeting the geographical criteria in the Guidelines.

Unsignalized intersections: The procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one

approach volume exceeds 100, the CLV is computed. A three-part process is employed for two-way stop-controlled intersections: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds; (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed. Once the CLV exceeds 1,150, this is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally required that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted.

It was determined that Sunday and weekday analyses shall be included for the 69th Avenue intersection, while the adjacent Cooper Lane intersection would be critical on Sundays only.

The following intersections, when analyzed with existing traffic using counts taken in October 2017 and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS –WEEKDAY				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	MD 450 and 69 th Avenue	11.0*	17.9*	--
*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.				

EXISTING TRAFFIC CONDITIONS–SUNDAY		
Intersection	Critical Lane Volume (CLV, Sunday)	Level of Service (LOS, Sunday)
	MD 450 and 69 th Avenue	14.9*
MD 450 and Cooper Lane	849	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.		

Background Traffic:

None of the critical intersections identified above are 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.” Background traffic has been developed for the study area using three approved but unbuilt developments within the study area. A 0.5 percent annual growth rate for a period of two years has been assumed. The critical intersections, when analyzed with background traffic and existing lane configurations, operate as follows:

BACKGROUND TRAFFIC CONDITIONS–WEEKDAY				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	MD 450 and 69 th Avenue	11.1*	19.1*	--
*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.				

BACKGROUND TRAFFIC CONDITIONS–SUNDAY			
Intersection	Critical Lane Volume (CLV, Sunday)		Level of Service (LOS, Sunday)
	MD 450 and 69 th Avenue	15.7*	
MD 450 and Cooper Lane	884		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.			

Total Traffic:

The development has been analyzed with the following trip distribution: 35 percent east along MD 450, 5 percent north along Cooper Lane, 48 percent west along MD 450, and 12 percent south along Cooper Lane. The following critical intersections, interchanges and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the “Transportation Review Guidelines,” including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS–WEEKDAY				
Intersection	Critical Lane Volume (CLV, AM & PM)		Level of Service (LOS, AM & PM)	
	MD 450 and 69 th Avenue	11.2*	19.6*	--
*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.				

TOTAL TRAFFIC CONDITIONS—SUNDAY		
Intersection	Critical Lane Volume (CLV, Sunday)	Level of Service (LOS, Sunday)
MD 450 and 69th Avenue	26.7*	--
MD 450 and Cooper Lane	918	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.

It is found that the critical intersections operate acceptably under total traffic in both peak hours and Sunday. A trip cap consistent with the trip generation assumed for the site, 12 AM, 13 PM, and 280 Sunday peak-hour vehicle trips, is required.

Master Plan Rights-of-Way – MD 450

The site is adjacent to MD 450, a master plan arterial roadway. It is recommended in the *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* to be a “residential arterial” (page 141). It is described as a “multiway boulevard” on page 49, and the table on page 48 describes the adjacent portion of MD 450 as “four through lanes, left-turn lane, existing westbound service lane, and parking lane (north side of Annapolis Road)” within 110 to 160 feet of right-of-way. Given all of this, and noting the base line on SHA Plat 32653, dedication must be 62 feet from the base line to provide the minimum 110 feet required by the sector plan. The submitted plan reflects the dedication acceptably.

Access from the subject site onto 69th Avenue is to remain, and found to be acceptable.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision as required, in accordance with Section 24-124 of the Subdivision Regulations.

- 10. **Schools**—The subdivision has been reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002), and concluded that the subdivision is exempt from a review for schools because it is a nonresidential use.
- 11. **Fire and Rescue**—The PPS was reviewed for adequacy of fire and rescue services, in accordance with Section 24-122.01(d) of the Subdivision Regulations. The response time standard established by Section 24-122.01(e) is a maximum of seven minutes travel time from the first due station.

The project is served by Landover Hills Fire/EMS, Company 830, which is located at 6801 Webster Street. The Deputy Fire Chief, Dennis C. Wood, Emergency Services Command of the Prince George’s County Fire/EMS Department, stated in writing that, as of August 22, 2017, the project is within a seven-minute travel time from the first due station.

12. **Police Facilities**—The development is within the service area of Police District I, Hyattsville. 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, 2016 (U.S. Census Bureau) County population estimate is 908,049. Using 141 square feet per 1,000 residents, it calculates to 128,034 square feet of space for police. The current amount of space, 267,660 square feet, is within the guideline.
13. **Water and Sewer Categories**—Section 24-122.01(b)(1) 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* designates this property in water and sewer Category 3, Community System, within Tier 1 under the Sustainable Growth Act, and will therefore be served by public systems.

14. **Use Conversion**—The total gross floor area included in this PPS is 23,260 square feet in the R-55 Zone for an institutional use. If a substantial revision to the mix of uses on the subject property is proposed, including a residential land use that affects Subtitle 24 adequacy findings as set forth in the resolution of approval, that revision of the mix of uses shall require approval of a new PPS prior to approval of any building permits.
15. **Public Utility Easement**—In accordance with Section 24-122(a) of the Subdivision Regulations, when utility easements are required by a public company, the subdivider should include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at Folio 748.”

The PPS correctly delineates a ten-foot-wide public utility easement along all public rights-of-way as required, which will be reflected on the final plat prior to approval.

16. **Historic**—The existing dwelling (rectory) located on Parcel 83 at 6831 Annapolis Road was constructed circa 1923. It has not previously been recorded on a Maryland Inventory of Historic Properties form. The applicant shall provide Historic Preservation staff permission to photograph all buildings on the subject property that are proposed to be demolished in an effort to document buildings that are more than 50 years old.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. There are no historic sites or resources on, or adjacent to, the subject property. This approval will not impact any historic sites, historic resources, or known archeological resources.

17. **Environmental**—The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case	Associated Tree Conservation Plan	Authority	Status	Action Date	Resolution Number
N/A	TCPII-001-08	Staff	Approved		N/A

A Natural Resources Inventory (NRI-027-2016) was initially approved on February 25, 2016 and later revised (NRI-027-2016-01) and approved on August 3, 2017.

Proposed Activity

The current application is for the creation of a new multipurpose sanctuary and parking lot for the use of an existing church in the R-55 Zone.

Grandfathering

The project is subject to the requirements of Subtitles 24 (Subdivision Regulations), 25 (Woodland and Wildlife Habitat Conservation Ordinance), and 27 (Zoning Ordinance) that became effective on September 1, 2010 because the application is for a new PPS.

Site Description

The site is located on the southwestern corner of the intersection of MD 450 (Annapolis Road) and 69th Avenue. The overall site contains 6.47 acres. According to the approved Natural Resources Inventory (NRI-027-2016-01), 3.57 acres of woodlands exist on-site. A review of available information identified that regulated environmental features such as areas of steep slopes, 100-year floodplain, wetlands, streams, associated buffers, and PMA exist on-site. This site is outside of the Chesapeake Bay Critical Area. This site is located in the Lower Bearverdam Creek watershed, which drains into the Potomac River basin. The site is located in a stronghold watershed. The predominant soils found to occur on-site, according to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), Web Soil Survey (WSS), include Christiana-Downer complex (15–25 percent slopes), Christiana-Downer complex (25-40 percent slopes), Christiana-Downer-Urban land complex (5–15 percent slopes), and Russett-Christian-Urban land complex (0–5 percent slopes). According to available information, soils containing Christiana complexes are found on this property. Soils containing Marlboro clay are not known to occur on-site. This site is not within a Sensitive Species Protection Review Area (SSPRA) based on a review of the SSPRA GIS layer prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources (MDNR). No forest interior dwelling species (FIDS) habitat is located on-site. None of the streets that the site fronts on have a historic or scenic designation. This site is not within an aviation policy area associated with an airport.

Plan Prince George’s 2035 Approved General Plan 2014

The site is now located within the Established Communities area of the Growth Policy Map and Environmental Strategy Area 1 (formerly the Developed Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan Prince George’s 2035.

Countywide Green Infrastructure Plan 2017

The Green Infrastructure Plan was approved with the adoption of the *Resource Conservation Plan: A Countywide Functional Master Plan* (CR-11-2017) on March 7, 2017. According to the approved Green Infrastructure Plan, the site contains a regulated and evaluation area within the designated network of the plan, along the eastern boundary of the site.

The following policies and strategies in bold are applicable to the subject application. The text in **bold** is the text from the master plan and the plain text provides comments on plan conformance.

POLICY 1: Preserve, enhance and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan Prince George's 2035.

- 1.1 **Ensure that areas of connectivity and ecological functions are maintained, restored and/or established by:**
 - a. **Using the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes.**
 - b. **Protecting plant, fish, and wildlife habitats and maximizing the retention and/or restoration of the ecological potential of the landscape by prioritizing healthy, connected ecosystems for conservation.**
 - c. **Protecting existing resources when constructing stormwater management features and when providing mitigation for impacts.**
 - d. **Recognizing the ecosystem services provided by diverse land uses, such as woodlands, wetlands, meadows, urban forests, farms and grasslands within the green infrastructure network and work toward maintaining or restoring connections between these landscapes.**
 - e. **Coordinating implementation between County agencies, with adjoining jurisdictions and municipalities, and other regional green infrastructure efforts.**
 - f. **Targeting land acquisition and ecological restoration activities within state-designated priority waterways such as stronghold watersheds and Tier II waters.**
- 1.2 **Ensure that Sensitive Species Project Review Areas and Special Conservation Areas (SCAs), and the critical ecological systems supporting them, are preserved, enhanced, connected, restored and protected.**

- a. **Identify critical ecological systems and ensure they are preserved and/or protected during the site design and development review processes.**
- b. **Prioritize use of public funds to preserve, enhance, connect, restore and protect critical ecological systems.**

The site contains two regulated areas associated with the Anacostia River stronghold watershed. These areas are located along the western boundary and northeastern corner of the site.

Along the southwestern corner of the site, a small portion of the regulated area is shown to be impacted for the grading and construction of an outfall structure required for stormwater management; PMA impacts are shown on this portion of the site.

A statement of justification has been received for the proposed impacts to the stream buffer within the PMA. These impacts are discussed in detail below.

No SSPRA or special conservation areas are located on, or within the vicinity of, the subject site.

POLICY 2: Support implementation of the 2017 GI Plan throughout the planning process.

- 2.4 **Identify Network Gaps when reviewing land development applications and determine the best method to bridge the gap: preservation of existing forests, vegetation, and/or landscape features, and/ or planting of a new corridor with reforestation, landscaping and/or street trees.**
- 2.5 **Continue to require mitigation during the development review process for impacts to regulated environmental features, with preference given to locations on-site, within the same watershed as the development creating the impact, and within the green infrastructure network.**
- 2.6 **Strategically locate off-site mitigation to restore, enhance and/or protect the green infrastructure network and protect existing resources while providing mitigation.**

Many of the evaluation areas bridge the two regulated areas on-site and are to be preserved, with the exception of a small area required for grading and installation for an outfall required for stormwater management.

POLICY 3: Ensure public expenditures for staffing, programs, and infrastructure support the implementation of the 2017 GI Plan.

- 3.3 Design transportation systems to minimize fragmentation and maintain the ecological functioning of the green infrastructure network.**
- a. Provide wildlife and water-based fauna with safe passage under or across roads, sidewalks, and trails as appropriate. Consider the use of arched or bottomless culverts or bridges when existing structures are replaced or new roads are constructed.**
 - b. Locate trail systems outside the regulated environmental features and their buffers to the fullest extent possible. Where trails must be located within a regulated buffer they must be designed to minimize clearing and grading and to use low impact surfaces.**

No transportation related impacts are approved within the regulated areas of the subject application.

POLICY 4: Provide the necessary tools for implementation of the 2017 GI Plan.

- 4.2 Continue to require the placement of conservation easements over areas of regulated environmental features, preserved or planted forests, appropriate portions of land contributing to Special Conservation Areas, and other lands containing sensitive features.**

Conservation easements are required for the subject application to protect areas identified within the 100-year floodplain on-site. On-site woodland preservation is approved; therefore, woodland and wildlife habitat conservation easements are required on-site.

POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.

- 5.8 Limit the placement of stormwater structures within the boundaries of regulated environmental features and their buffers to outfall pipes or other features that cannot be located elsewhere.**
- 5.9 Prioritize the preservation and replanting of vegetation along streams and wetlands to create and expand forested stream buffers to improve water quality.**

The site has an approved Stormwater Management Concept Letter (2294-2016-00) and plan that has been found in conformance with Subtitle 32, Water Resources Protection and Grading Code, by DPIE. DPIE has approved a fee payment in lieu of providing on-site

attenuation/quality control measures, with a condition to provide water quality control through implementation of a submerged gravel wetland.

DPIE will continue to review the project for technical conformance with County Code requirements through the development process, including the use of environmental site design practices and techniques.

POLICY 7: Preserve, enhance, connect, restore and preserve forest and tree canopy coverage.

General Strategies for Increasing Forest and Tree Canopy Coverage

- 7.1 Continue to maximize on-site woodland conservation and limit the use of off-site banking and the use of fee-in-lieu.**
- 7.2 Protect, restore and require the use of native plants. Prioritize the use of species with higher ecological values and plant species that are adaptable to climate change.**
- 7.4 Ensure that trees that are preserved or planted are provided appropriate soils and adequate canopy and root space to continue growth and reach maturity. Where appropriate, ensure that soil treatments and/ or amendments are used.**

Planting of native species is encouraged within the regulated areas on-site.

Forest Canopy Strategies

- 7.12 Discourage the creation of new forest edges by requiring edge treatments such as the planting of shade trees in areas where new forest edges are proposed to reduce the growth of invasive plants.**
- 7.13 Continue to prioritize the protection and maintenance of connected, closed canopy forests during the development review process, especially in areas where FIDS habitat is present or within Sensitive Species Project Review Areas.**
- 7.18 Ensure that new, more compact developments contain an appropriate percentage of green and open spaces that serve multiple functions such as reducing urban temperatures, providing open space, and stormwater management.**

Clearing of woodland is proposed with the subject application. However, it is only for a small area required to convey stormwater from the site into the 100-year floodplain.

POLICY 12: Provide adequate protection and screening from noise and vibration.

- 12.2 Ensure new development is designed so that dwellings or other places where people sleep are located outside designated noise corridors. Alternatively, mitigation in the form of earthen berms, plant materials, fencing, or building construction methods and materials may be used.**

No residential dwellings are approved with the subject application.

Sector Plan Conformance

The sector plan for this area is the 2010 Central Annapolis Road Sector Plan and SMA. The site falls within the Existing Residential Neighborhoods portion of the corridor. Within the Environmental Infrastructure and Sustainability section of the sector plan are goals, policies, and strategies. The following policies and strategies have been determined to be applicable to the current project. The text in **BOLD** is the text from the SMA and the plain text provides findings on plan conformance.

Relevant Guiding General Plan Policies

Policy: Preserve, protect, and enhance the designated green infrastructure elements.

This project preserves the majority of the designated green infrastructure elements on-site, with the exception of those impacts necessary to convey stormwater from the site into the 100-year floodplain.

Policy: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

As previously stated, the site has an approved Stormwater Management Concept Letter (2294-2016-00). DPIE will continue to review the project for technical conformance with County Code requirements through the development process, including the use of environmental site design practices and techniques that are for preservation, protection, and enhancement of surface and ground water features and for the restoration of ecological functions.

Policy: Reduce energy consumption countywide

The use of green building techniques and energy conservation techniques shall be used, as appropriate. The use of alternative energy sources such as solar, wind, and hydrogen power is encouraged.

Policy: Reduce overall sky glow, minimize the spill-over of light from one property to the next, and reduce glare from light fixtures.

The use of alternative lighting technologies is encouraged so that light intrusion onto adjacent properties is minimized. Full cut-off optic light fixtures shall be used.

Policy: Minimize impacts of noise on residential uses during the land development process.

No residential uses are approved in the subject application.

Environmental Review

As revisions are made to the plans submitted, the revision boxes on each plan sheet shall be used to describe the changes, the date made, and by whom.

Natural Resources Inventory

A signed Natural Resources Inventory (NRI-027-2016-01), which included a detailed forest stand delineation, was submitted with the application. This NRI expires on August 3, 2022. This site contains 3.57 acres of existing woodlands, four specimen trees, and regulated environmental features that include steep slopes, 100-year floodplain, wetlands, streams, and associated buffers inclusive of the PMA. The NRI indicates that no FIDS habitat is located on-site and that the site is not within an SSPRA, based on a review of the SSPRA GIS layer prepared by the Heritage and Wildlife Service, MDNR.

Woodland Conservation

This site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-006-2017) was submitted with this PPS application.

This site is associated with a previously approved Type II Tree Conservation Plan (TCPII-001-08), which was not fully implemented. Because this is a new PPS, a new TCP1 is required prior to signature approval. The previously approved TCPII shall be revised, as necessary, for any changes to woodland preservation prior to issuance of any grading permits.

The Woodland Conservation worksheet has several errors that must be addressed prior to signature approval of the PPS and approval of the TCP1. The TCP1 worksheet indicates that the site has a woodland conservation threshold of 20 percent or 1.29 acres; however, this is incorrect as the calculation is based on gross tract acreage. The worksheet must be revised to include the land area of the floodplain which, according to the NRI, is 0.27 acre.

The worksheet also indicates that no woodlands are proposed to be cleared on-site; however, the plan shows clearing of woodlands for the installation of a stormwater outfall structure located in the southwestern corner of the site. All woodland clearing must be accounted for in the Woodland Conservation worksheet. The worksheet specifies that 3.74 acres of woodland preservation is proposed to meet the woodland conservation requirements for the proposed site improvements;

however, a portion of this woodland preservation includes an area that is labeled as “Woodland Conservation as Shown on Approved NRI-027-2016.” This area is not indicated as woodland conservation on the approved NRI, and is less than the 50-foot-wide minimum requirement to receive credit for woodland preservation; therefore, the worksheet must be adjusted by removing this area from receiving woodland preservation credit, and the TCP1 must be revised by re-labeling this area as “woodland preserved-not credited.”

The plan requires technical revisions to be in conformance with the WCO.

Section 25-122(b)(1)(N)(iii) states “[l]and within all types of easements except surface drainage easements shall not be counted toward meeting the requirements and shall be counted as cleared.” The plan shows credit for woodland preservation in three areas associated with 10-foot-wide public utility easements. All woodland within existing and proposed easements and rights-of-way (except surface drainage easements) must be counted as cleared.

The Woodland Conservation worksheet indicates that 0.03 acre of previously dedicated land exists on-site; however, it is unclear where this previously dedicated land is located on-site. The location of the previously dedicated land shall be identified on the TCP1 plan or removed from the worksheet.

The NRI indicates that the site contains 3.57 acres of existing woodlands; however, the TCP1 indicates that there are 3.85 acres of existing woodlands on-site. The acreage of all existing features must be consistently shown between the NRI and the TCP1. Reconcile the differences in acreages for all existing features by revising the TCP1 or the NRI accordingly.

The Specimen Tree table must be revised to indicate each of the specimen trees listed are proposed to be saved and to identify if the specimen trees are located on- or off-site.

The location of the limits of disturbance is not entirely clear on the TCP1 and must be revised so that it is entirely legible, and clearly distinguishable from other features on the plan.

Details and locations of tree protection devices are not required to be shown on a TCP1; such details are only required to be shown on a Type 2 tree conservation plan. All references to tree protection devices, such as woodland preservation signs, shall be removed from the TCP1 plan.

A Property Owners Awareness Certificate has been added to each of the sheets of the TCP1, as required; however, the required information is absent from each certificate. The certificates must be signed prior to signature approval of this PPS.

Each woodland conservation treatment area must be labeled, with its type and acreage to the nearest 1/100th of an acre.

The TCP1 approval block must include the TCP1 case number on each sheet of the TCP1.

After all revisions have been made, have the qualified professional who prepared the TCP1 sign and date it and update the revision box with a summary of the revisions made.

Preservation of Regulated Environmental Features/Primary Management Area

Impacts to the regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for stormwater management facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. Stormwater management outfalls may also be considered necessary impacts if the site has been designed to place the outfall at a point of least impact. The types of impacts that can be avoided include those for site grading, building placement, parking, stormwater management facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property shall be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code.

The site contains regulated environmental features. According to the PPS and the approved stormwater management concept plan, impacts to on-site stream buffer are proposed for a storm drain outfall and accompanying grading associated with the implementation of stormwater management improvements on-site. A statement of justification has been received for the proposed impacts to the 100-year floodplain and stream buffer, which are within the PMA.

Statement of Justification

The statement of justification requests one impact to the PMA totaling approximately 0.07 acre (approximately 3,049 square feet).

Analysis of Impacts

One new impact is proposed for 0.07 acre for the installation of an outfall and associated grading that are part of a larger micro-bioretenion facility. This outfall is necessary for the development of the site to provide the treatment of stormwater on-site and to convey it into the 100-year floodplain.

The Planning Board approves this impact.

Based on the level of design information currently available, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible based on the limits of disturbance shown on the TCP submitted and the associated approved stormwater management concept plan.

18. **Urban Design**—The church use on the 6.47-acre site is a permitted use in the R-55/D-D-O Zone. DSP review is required pursuant to the applicable sector plan for the development of a new building. This PPS is in conformance with the Subdivision and Zoning Ordinance. Development for the site will be further evaluated at the time of DSP for conformance with the required site design and landscaping standards of the Zoning Ordinance and Sector Plan.

19. **Planning Board Hearing**—At the Planning Board hearing, citizen concerns regarding access and circulation along 69th Avenue, a public right-of-way under the jurisdiction of DPW&T/DPIE, were heard. The Planning Board required that M-NCPPC staff write a letter to DPIE to review and consider road widening and striping for no parking along the frontage of the church property on 69th Avenue.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, December 7, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George’s County Planning Board this 4th day of January 2018.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator