

The Maryland-National Capital Park and Planning Commission  
Prince George's County Planning Department  
Development Review Division  
301-952-3530



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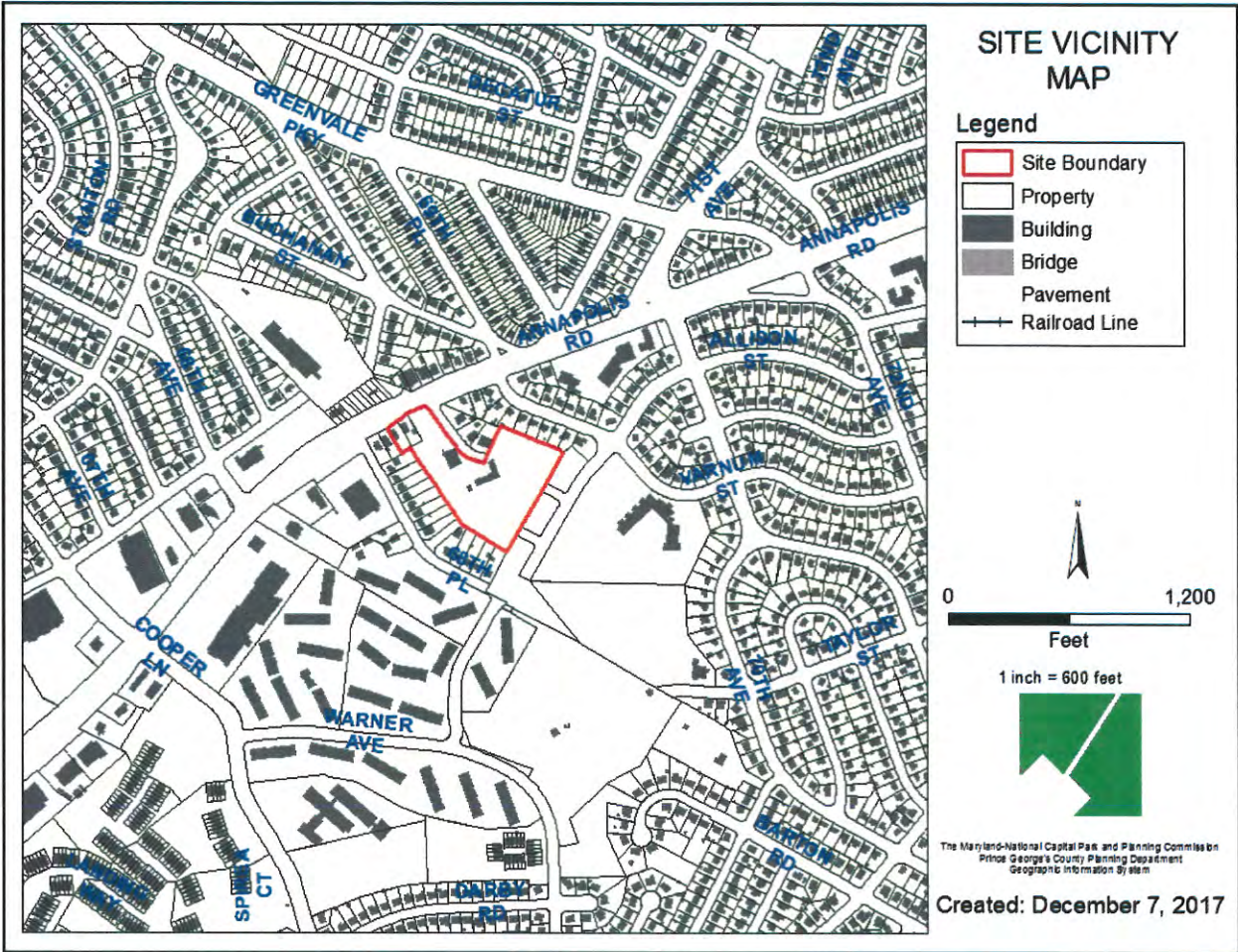
## Detailed Site Plan

## DSP-17050

Application	General Data	
<p><b>Project Name:</b> Iglesia Roca de le Eternidad</p> <p><b>Location:</b> On the south side of MD 450 (Annapolis Road), in the southwestern quadrant of the intersection of MD 450 and 69th Avenue.</p> <p><b>Applicant/Address:</b> Iglesia Roca de la Eternidad Herber Paredes 4610 69th Avenue Landover Hills, MD 20784</p> <p><b>Property Owner:</b> Same as applicant</p>	Planning Board Hearing Date:	06/14/18
	Staff Report Date:	06/07/18
	Date Accepted:	03/28/18
	Planning Board Action Limit:	06/14/18
	Plan Acreage:	6.47
	Zone:	R-55/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	23,260 sq. ft.
	Planning Area:	69
	Council District:	03
	Election District	02
	Municipality:	Landover Hills
	200-Scale Base Map:	205NE06

Purpose of Application	Notice Dates	
The subject application proposes to convert an existing single-family home to a rectory and construct a new 17,971-square-foot church building with additional parking.	Informational Mailing:	12/07/17
	Acceptance Mailing:	03/28/18
	Sign Posting Deadline:	05/14/18

<b>Staff Recommendation</b>		<b>Staff Reviewer:</b> N. Andrew Bishop <b>Phone Number:</b> 301-952-4897 <b>E-mail:</b> Andrew.Bishop@ppd.mncppc.org	
<b>APPROVAL</b>	<b>APPROVAL WITH CONDITIONS</b>	<b>DISAPPROVAL</b>	<b>DISCUSSION</b>
	X		



MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-17050  
Type 2 Tree Conservation Plan TCP2-001-08-01  
Iglesia Roca de le Eternidad

The Urban Design staff has completed its review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

This detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*;
- b. The requirements of the Prince George's County Zoning Ordinance in the One-Family Detached Residential (R-55) Zone and the Development District Overlay (D-D-O) Zone;
- c. The requirements of Preliminary Plan of Subdivision 4-17001;
- d. The requirements of the 2010 *Prince George's County Landscape Manual*;
- e. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- f. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- g. Referrals.

FINDINGS

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

1. **Request:** The subject detailed site plan (DSP) is for construction of an approximately 17,971-square-foot church building, an additional parking compound, and conversion of an existing single-family home to a rectory.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	R-55/D-D-O	R-55/D-D-O
Use(s)	Church	Church
Acreage	6.47	6.45*
Existing Building Square Footage /GFA	9,609 (4,320 sq. ft. to be razed)	
Proposed Building Square Footage/GFA		17,971
Total GFA		23,260

OTHER DEVELOPMENT DATA

**Parking Requirements**

**Per Section 27-568(a)**

**Parking Allowed per  
the Sector Plan\*\***

**Church or Similar Place of Worship**

1 space/ 4 seats (258 seats Existing Church) = 65 spaces

33-65

1 space/ 4 seats (535 seats Proposed Church) = 134 spaces

67-134

**Rectory**

2 spaces/ Dwelling Unit = 2 spaces

1-2

**Secondary School Classroom**

1 space/4 Seats for 154 seats = 39 spaces

20-39\*\*\*

**Church Nursery for Children**

1 space/4 Seats for 27 seats = 7 spaces

4-7\*\*\*

**Total Parking Required Per Section 27-568(a)**

247

**Total Parking Allowed per the Sector Plan\*\***

124-247

**Total Parking Provided**

**141**

135 standard @ 9.5 feet x 19 feet  
6 handicap-accessible

**Total Loading Spaces Required\*\*\*\***

1 (15 feet x 33 feet)

**Total Loading Spaces Provided\*\*\*\***

0

**Total Handicap-Accessible Spaces Required**

6\*\*\*\*\*

**Total Handicap-Accessible Spaces Provided**

6\*\*\*\*\*

**Notes:**

- \* The reduction in gross acreage is the result of a condition from Preliminary Plan of Subdivision 4-17001, which required dedication of 62 feet from the baseline of MD 450 (Annapolis Road) and will occur at the time of final plat.

- \*\* The number of parking spaces required is per D-D-O Standard II.C.3. on page 156 of the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*. This standard sets the minimum required on-site parking for commercial uses to be 50 percent of the required minimum, as determined by the Zoning Ordinance, Section 27-568(a), and the maximum to be 100 percent of the Zoning Ordinance requirement.
  - \*\*\* It is noted that the DSP calculated the total number of spaces incorrectly and this should be revised to indicate the correct number of required spaces. Therefore, a condition has been added to the Recommendation section of this report requiring the applicant to revise the parking schedule to show the required number of parking spaces.
  - \*\*\*\* The D-D-O Zone does not have a standard for required loading spaces. The DSP does not propose a loading space. Staff notes that one is required by the Zoning Ordinance, since the use is more than 10,000 square feet. Therefore, a condition has been added to the Recommendation section of this report requiring the applicant to provide a loading space, as required by Section 27-582 of the Zoning Ordinance.
  - \*\*\*\*\* The DSP is shows six handicap-accessible parking spaces on the site plan, but these spaces are not shown in the parking schedule. The number of handicap-accessible spaces should be shown in the parking schedule for clarification. Therefore, a condition has been added to the Recommendation section of this report requiring the applicant to revise the parking schedule to show the number of required and proposed handicap-accessible spaces.
3. **Location:** The site is in Council District 3, Planning Area 69, and is known as Lot 11, Block A. The property is in the southwest corner of the intersection of 69th Avenue and MD 450 (Annapolis Road), at 4610 69th Avenue in Landover Hills, Maryland.
  4. **Surrounding Uses:** The subject property is bounded by the public rights-of-way of MD 450, 69th Avenue, and single-family homes in the One-Family Detached Residential (R-55) Zone on the northern and eastern property lines; the property abuts single-family homes in the R-55 Zone to the west, with the public right-of-way of 68th Avenue beyond; and to the south by vacant property in the R-55 Zone, with the public right-of-way of Allison Street beyond.
  5. **Previous Approvals:** The subject property is located on Tax Map 51 in Grid C-2. The site is known as Lot 11, Block A, in the Grayling subdivision recorded in Plat Book WWW 75-96 and Tax Parcels 83 and 84 recorded in Liber 34467 at folio 457 and Liber 34993 at folio 520, respectively. The subject site is developed with 9,609 square feet of existing gross floor area (GFA), which includes an existing church (4,536 square feet), an accessory building (4,320 square feet), and a rectory (753 square feet). The 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (Central Annapolis Road Sector Plan and SMA) retained the property in the R-55 Zone. On December 07, 2017, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-17001 (PGCPB Resolution No. 17-156) for the proposed development on the subject property. Additionally, the site is the subject of Stormwater Management (SWM) Concept Plan 24494-2016-00, which was approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) on September 6, 2016 and valid until September 6, 2019.

6. **Design Features:** The subject application proposes to raze the existing framed building on the southern portion of the site, convert the existing single-family home to a rectory, and construct a 17,971-square-foot building, additional parking, associated site features, utilities, and SWM facilities.

The new building will be located on the northern portion of the property, adjacent to MD 450, near its intersection with 69th Avenue. An existing parking compound will be used to serve the building and is located to the east of the building. It is accessed from 69th Avenue and includes a 22-foot-wide drive aisle for two-way traffic with parking located on each side. The existing parking lot will be restriped to provide 22 parking spaces with six handicap-accessible parking spaces.

An existing church and parking area is located on the southern portion of the site. The church is proposed to remain, and the existing parking area is being reconfigured to provide additional parking. It includes two access points from 69th Avenue circling the existing building. The parking compound includes a 22-foot-wide drive aisle, 115 parking spaces, and a central green area at the southernmost portion of the site, which is proposed to be landscaped. Bicycle racks are proposed near the new building along 69th Avenue and provide enough parking for five bicycles.

#### **Architecture**

The proposed one-story building (with partial basement) is generally square in shape and faces 69th Avenue, and the proposed parking compound is to the east. The façade of this elevation is composed of a combination of stone and stucco and is finished in natural colors, with stone proposed to accent the building's main entrance. The main entrance includes double glass doors with lighting proposed to accent the building entry. The building is approximately 25 feet in height to the top of the structure and features a flat roof.

The northern elevation of the building, facing MD 450, is also composed of a combination of stone and stucco and includes a portion that is finished in white metal panels. The southern elevation faces the existing church and slopes to the south, exposing the partial basement which is finished with poured concrete. The western elevation also slopes to the south and continues the same material and fenestration pattern as the other building elevations. No new freestanding or building-mounted signage is being proposed with this application.

#### **Lighting**

The proposed pole-mounted lighting in the parking area, near the building and throughout the site, provides a balanced lighting pattern. The lighting placement has been designed to enhance the building entrances, pedestrian pathways, site design character, and to improve safety, while not causing a glare onto adjoining properties, as evidenced by the photometric plan.

### **COMPLIANCE WITH EVALUATION CRITERIA**

7. **2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment and the Development District Overlay (D-D-O) Zone:** The subject site is located within the Existing Residential Neighborhood Character Area of the Central Annapolis Road Sector Plan and SMA. The character area is intended to retain the residential-scale character of established single-family neighborhoods and preserve and enhance the quality of life of established communities. The character area features safer pedestrian and bike crossings, improved connections between community schools, parks, and the Landover Hills shopping center, and

enhanced lighting and landscaping. The D-D-O Zone imposes urban design standards to implement the plan's vision for the Central Annapolis Road Corridor and this character area.

The subject property is currently occupied by an existing church, an existing single-family dwelling, and a one-story framed building on the southern portion of the property. The applicant proposes to raze the existing one-story framed building, use the single-family home as a rectory, and construct a new church building and parking compound to serve the facility.

Since a site plan has been submitted, the entire development is required to comply with the development district standards and the intent of the Central Annapolis Road Sector Plan. Compliance with the applicable standards has been evaluated as a part of the DSP process, as discussed below.

### **Requests to Amend Development District Standards**

The submitted application and justification materials indicate the need to deviate from a number of development district standards to accommodate the proposed development on the subject property. Per Section 27-548.25 of the Prince George's County Zoning Ordinance, these alternate standards may be approved if they can be found to benefit the development and the development district and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. These alternate standard requests, along with other standards, warrant discussion, as follows (all page numbers reference the sector plan):

a. **II.A. Front Building Placement Line**

**Table 8.8 Existing Residential Area Bulk Table** (page 154)

This standard requires properties located in the Existing Residential Neighborhood Character Area to have a minimum front building placement line of 70 feet from the centerline of MD 450, which is designated as a residential arterial, without a service road, and the maximum front building placement line to be 80 feet. It also states that the front building placement line on 69th Avenue, which is designated as a local residential street, is to be a minimum of 20 feet and a maximum of 30 feet.

The site plan shows the proposed building fronting 69th Avenue with a minimum front building placement line of 77 feet from the property line. The site plan also shows the minimum front building placement line from the centerline of MD 450 to be 85 feet.

The sector plan provides a clear vision for the future transformation of the Central Annapolis Road Corridor from an auto-dominated roadway into a series of vibrant, transit-friendly walkable nodes. In the long-term, MD 450 would be transformed into a pedestrian- and bike-friendly complete street that serves and enhances new development, while helping to safeguard existing communities.

The applicant states that, due to the location of the existing rectory and parking compound on the property, in conjunction with the slope of the topography, it is not practical to locate the proposed building closer to MD 450 or 69th Avenue. Therefore, in designing the site to accommodate the proposed use, the applicant is unable to strictly adhere to the frontage requirement and requests an amendment to this standard.

Staff notes that the building is fronting 69th Avenue and proposes a building setback that contrasts with the sector plan's vision and recommendations for this area. However, given the site constraints on the property and the location of the existing structures

on-site, the required building frontage is not feasible. For these reasons, staff recommends **approval** of the amendment request.

Due to the building placement on MD 450, staff recommends that the side elevation of the building along this road be designed to include additional architectural features, so it is equal to the front elevation in terms of quality of materials and detailing, as required by Standard II.D.(2)(d.). Therefore, a condition has been included in the Recommendation section of this report requiring the applicant to provide additional architectural features on the side elevation of the building facing MD 450.

b. **II.C.(3)(b) Parking and Access Management** (page 156)

The minimum required on-site parking for all uses shall be 50 percent of the current required minimum spaces, pursuant to Section 27-568(a) of the Zoning Ordinance. The permitted maximum on-site parking spaces shall be equal to 100 percent of the minimum required by Section 27-568(a).

The site plan shows 141 parking spaces, which is between the minimum and maximum parking spaces allowed for the site as determined by the Central Annapolis Road Sector Plan and SMA. The parking capacity shown on the site plan conforms to the parking standards for the site, and staff notes that the applicant does not need an amendment for this standard. However, the Parking table shown on the site plan should be revised to show the correct total number of parking spaces.

c. **II.D1.(b) Building design guidelines** (page 156)

For commercial development, general massing elements, such as store front columns, party walls, and window bays, should reflect the scale and rhythm of the surrounding residential character.

The applicant is requesting an amendment to this standard and states that the building being proposed is a sanctuary, there are no guidelines for a sanctuary. To help keep the residential character in the area, the proposed building is being painted neutral colors and no signs are being proposed on the outside of the building.

Staff notes that the proposed use is a church and is keeping with the existing use on the site, but it is noted that no architectural elements have been proposed along MD 450. Staff believes it should be designed to include additional architectural features, so that it is equal to the front elevation and to reinforce the neighborhood scale and character. The application proposes to use painted corrugated metal panels on a substantial portion of the new building. Due to the residential character of the surrounding community and the high visibility of the building from the public rights-of ways of MD 450 and 69th Avenue, staff recommends that the northern and western building elevations be revised to incorporate higher quality building materials such as brick, decorative masonry, or decorative metal. For these reasons, staff recommends **disapproval** of the amendment request.

d. **VI.C.(1) Landscape Standards, Street Trees** (page 182)

Street trees shall be provided along all streets to enhance and soften building façades, create street character, and provide shade for pedestrian street-level activity. Street trees shall be planted at the time of development and spaced 30 feet apart, on center.



The applicant is requesting an amendment to this standard and states that the placement of trees spaced greater than 30 feet apart, on center, is necessary because of existing sidewalks and utilities.

Staff notes that the existing sidewalks and utilities on the site make it difficult to provide the appropriate spacing, in keeping with the standards outlined by the sector plan. The alternative planting plan provides a comparable streetscape and softens the building façades, creating street character and providing shade for pedestrian street-level activity. Given the site constraints on the property and the location of the existing structures and utilities on-site, staff recommends **approval** of the amendment request.

e. **VI.D.(2)(a) Landscape Standards, Parking Lot Requirements** (page 182)

“A landscaped strip consisting of a minimum four-foot-wide landscape strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between three and four feet in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with mixture of evergreen ground cover and low shrubs planted between the shade trees.”

The landscape plan shows landscaping with two-foot-high shrubs and shade trees along MD 450, along the north elevation; however, no shrubs are shown to screen the parking lot along MD 450.

The development district standards require a brick, stone, or finished-concrete wall, between three and four feet tall to screen the parking lot, and a minimum four-foot-wide landscape strip. The landscape plan should be revised to show a wall along the MD 450 frontage to screen the parking lot.

The applicant is requesting an amendment to this standard and states that there is not enough space for a wall and a landscape strip because of where the existing parking lot is located, and believes that shrubs in this area will be sufficient enough for screening.

Staff notes that landscaping alone is not in keeping with the sector plan and would not create the sufficient amount of screening required along MD 450 during all seasons. In addition, a wall to screen the parking area would reflect the scale and rhythm of the surrounding residential character, and staff recommends **disapproval** of the amendment request to use an alternative technique to screen the parking lot from the streetscape along the corridor.

Staff notes that the site constraints on the property still allow for the required wall and landscaping to effectively screen the parking lot facing MD 450. Therefore, a condition has been included in the Recommendation section of this report requiring this provision.

8. **Prince George’s County Zoning Ordinance:** The subject site plan has been reviewed for conformance with the requirements of the R-55 and D-D-O Zones. The following discussion is offered regarding these requirements.

a. **Requirements of the R-55-Zone:**

**Section 27-548.21.—Relationship to other zones.**

**The Development District Overlay Zone shall be placed over other zones on the Zoning Map, and may modify specific requirements of those underlying zones. Only those requirements of the underlying zones specifically noted in this Subdivision and elsewhere in this Subtitle are modified. All other requirements of the underlying zones are unaffected by the Development District Overlay Zone...**

The applicable D-D-O Zone contains requirements regarding uses and setbacks that modify the requirements of the R-55 Zone.

b. **Development District Overlay Zone Required Findings**

**Section 27-548.25.—Site Plan Approval.**

- (a) **Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.**

The DSP has been submitted in fulfillment of the above requirement.

- (b) **In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.**
- (c) **If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.**

In response to Section 27-548.25(b) and (c), the applicant requests that the Planning Board apply development standards, which differ from the development district standards. Staff believes that the alternate development district standards will benefit the development and will not substantially impair implementation of the Central Annapolis Road Sector Plan and SMA, given the property's location and site constraints.

- (d) **Special Exception procedures shall apply to uses within a Development District as provided herein. Uses which would normally require a Special Exception in the underlying zone shall be permitted uses only if the Development District Standards so provide within a table of uses, and such**

uses shall instead be subject to site plan review by the Planning Board. Development District Standards may restrict or prohibit any such uses. The Planning Board shall find in its approval of the site plan that the use complies with all applicable Development District Standards, meets the general Special Exception standards in Section 27-317 (a)(1), (4), (5), and (6), and conforms to the recommendations in the Master Plan, Master Plan Amendment, or Sector Plan.

No uses that would typically require special exception are proposed.

- (e) **If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.**

No departures or variances are requested with this application.

- 9. **Preliminary Plan of Subdivision 4-17001:** Preliminary Plan of Subdivision 4-17001 for Iglesia Roca de la Eternidad was approved by the Planning Board on December 7, 2017, and was formalized in PGCPB Resolution No. 17-156, containing 16 conditions, adopted by the Planning Board on January 4, 2018. The relevant requirements of that approval are indicated below in **boldface** type, followed by staff comment:

- 2. **Development of this site shall be in conformance with Stormwater Management Concept Plan 24494-2016-00 and any subsequent revisions.**

The DSP is consistent with approved SWM Concept Plan 24494-2016-00.

- 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.**

In a memorandum dated April 18, 2018 (Masog to Bishop), the Transportation Planning Section concluded that the trip cap is not being exceeded and that the proposal meets the trip cap.

- 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.**

Sidewalks are shown on the site plan as previously required by the PPS.

- 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.**

It is noted that the site plan does not clearly show the location of the required bicycle rack, as conditioned, and the plan should be updated to provide this. Therefore, a condition has been included in the Recommendation section of this report requiring that the applicant revise the site plan to clearly show the location of the bicycle rack, accommodating a minimum of five bicycles, and revise the parking schedule to show the five bicycle parking spaces.

- 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.**

In a memorandum dated April 18, 2018 (Shaffer to Bishop), the Transportation Planning Section noted that the site was subject to Section 24-124.01 of the Subdivision Regulations at the time of PPS. Off-site sidewalk construction is required along MD 450. The bicycle and pedestrian impact statement (BPIS) exhibit for the required off-site sidewalk improvement needs to be submitted per Condition 7(b) of the PPS, prior to signature approval.

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.**

It is noted that full cut-off optic light fixtures are proposed on this site; however, a photometric plan was not submitted with this application. Therefore, a condition has been included in the Recommendation section of this report requiring that the applicant submit a photometric plan with the DSP, at the time of certification, demonstrating that appropriate lighting levels are being proposed and that there is no light spill-over onto adjacent properties.

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**

It is noted that the dedication of 62 feet from the baseline along MD 450, and the 10-foot-wide public utility easement along public rights-of-way are being shown on the DSP. This is consistent with approved PPS 4-17004, and this condition has been met on the DSP.

10. **2010 Prince George's County Landscape Manual:** The development district standards contained in the Central Annapolis Road Sector Plan and SMA modify those contained in the 2010 *Prince George's County Landscape Manual* (Landscape Manual). Discussion of the DSP's conformance with the landscape-related development district standards is provided in Finding 7 above. The development district standards do not include any standards that modify Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The submitted plans demonstrate conformance to this section by providing the appropriate schedule and notes.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the provisions of the 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. This site has a Type 2 tree conservation plan (TCP2), which was submitted with this application and has been reviewed. The TCP2 was found to require minor revisions to satisfy the WCO.

The site has a woodland conservation threshold of 20 percent or 1.24 acres. According to the Woodland Conservation worksheet, the cumulative woodland conservation requirement, based on the total proposed clearing of 0.11 acre for this project, is 1.27 acres. The TCP2 proposes to meet this requirement with 3.37 acres of on-site preservation and off-site woodland conservation

credits. The worksheet indicates that 0.03 acre of previously dedicated land exists on-site; however, it is unclear where this previously dedicated land is located. The location of the previously dedicated land should be identified on the TCP2 or removed from the worksheet.

The location of the limits of disturbance (LOD) is not entirely consistent with the clearing and preservation shown on the western side of the proposed parking lot. The applicant should revise the woodland preservation area to be consistent with the LOD. Areas shown as woodland preservation, within the LOD, must be revised to show clearing on the plan and be reflected on the worksheet. The Site Information table states that 0.02 acre of woodlands are proposed to be cleared, while the worksheet indicates 0.11 acre of woodlands. The acreage of woodlands proposed to be cleared must be consistently shown on the plan.

Silt fence alone is not considered adequate for protecting woodland preservation areas on a TCP2. A suitable detail from the Environmental Technical Manual (ETM) for "Combination silt fence and tree protection fencing" must be specified on the TCP2. A Property Owner's Awareness Certificate has been added to Sheet 1 only of the TCP2; however, the required information is absent from the certificate, and the certificate must be on each sheet of the TCP2. The certificates must be signed prior to certification of this DSP and signature approval of the TCP2.

The plans have been signed and dated by a professional engineer; however, a professional engineering qualification is not considered adequate for signature of a TCP2. A qualified professional must sign and date each sheet of the plan, per the ETM, in accordance with Section 25-118(b)(62) of the Prince George's County Code.

The natural resources inventory indicates that 63 percent of Forest Stand A is covered in invasive vegetative species such as English Ivy (*Hedera helix*), Wisteria (*Wisteria sp.*), and Euonymus (*Euonymus sp.*). The standard TCP2 notes, pertaining to on-site invasive species management, must be included on the TCP2. An invasive species management plan, prepared by a qualified professional, must also be submitted prior to certification of the DSP and signature approval of the TCP2.

The TCP2 must be revised to be at the same scale as the DSP. The applicant should revise the TCP2 to have a cover sheet with a match line and two subsequent sheets at the same scale as those of the DSP.

After all revisions have been made, have the qualified professional who prepared the TCP2 sign and date it and update the revision box with a summary of the revisions made.

The plan, notes, and table revisions have been included as conditions in the Recommendation section of this report, requiring the applicant to complete the necessary technical revisions to the TCP2 prior to certification.

12. **Prince George's County Tree Canopy Coverage Ordinance:** The site is subject to the Tree Canopy Coverage Ordinance because it proposes more than 5,000 square feet of building. The Tree Canopy Coverage Ordinance requires that, based on the zoning of the site, 15 percent of the site is to be covered in tree canopy. The overall site measures 6.47 acres and, therefore, it requires 0.97 acre, or 42,274 square feet, of the site to be in tree canopy. The site plan provides the tree canopy coverage (TCC), as required, but it has been calculated incorrectly and should be revised to indicate the correct minimum TCC required. Therefore, a condition has been included in the Recommendation section of this report requiring that the applicant revise the site plan and the Tree Canopy Coverage schedule to show conformance with Section 25-128 of the County Code,

indicating that this requirement is being met on-site, which is possible using woodland preservation.

13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

a. **Archeological Review**—In a memorandum dated April 11, 2018 (Stabler to Bishop), the Historic Preservation Section stated that 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 proposal will not impact any historic sites, historic resources or known archeological resources.

It was noted that the dwelling on Parcel 83, at 6831 Annapolis Road, was constructed *circa* 1923 and has not previously been recorded on a Maryland Inventory of Historic Properties form. Historic Preservation staff should be allowed to photograph all buildings on the subject property that are proposed to be demolished. A condition has been added to the Recommendation section of this report allowing photographic documentation of the structures before they are demolished.

b. **Community Planning**—In a memorandum dated May 29, 2018 (White to Bishop), the Community Planning Division offered an in-depth discussion of the DSP’s conformance with the D-D-O Zone that has been incorporated into Finding 7 above.

c. **Transportation Planning**—In a memorandum dated April 15, 2018 (Masog to Bishop), the Transportation Planning Section discussed the applicable conditions of the Preliminary Plan of Subdivision (4-17001) that have been incorporated into Finding 9 above and in the following summarized comments:

Trip Generation Summary, DSP-17050, 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 and Proposed Church Facilities	23,280	square feet	7	5	12	6	7	13	280
<b>Total Site Trips</b>			<b>7</b>	<b>5</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>13</b>	<b>280</b>
<b>Trip Cap</b>					<b>12</b>			<b>13</b>	<b>280</b>

It is therefore determined that the proposal meets the trip cap. Access and circulation are acceptable, as shown. Access onto 69th Avenue is proposed, and this is acceptable. Since the Planning Board hearing for the PPS, staff has determined that 69th Avenue is a municipal street within the Town of Landover Hills. The County has no jurisdiction over the street, and the Town of Landover Hills must reasonably determine any pavement markings, signage, and overall operations along the street.

The site is adjacent to MD 450, a master plan arterial roadway. It is recommended in the Central Annapolis Road Sector Plan and SMA 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 baseline on Maryland State Highway Administration (SHA) Plat 32653, staff believes that dedication must be 62 feet from the baseline to provide the minimum 110 feet required by the sector plan. The plan shows this acceptably as dedication, as required by Condition 16(a) of the PPS.

No traffic-related (or adequacy-related) findings are associated with DSP review, and the Transportation Planning Section has determined that the site plan is acceptable.

- d. **Subdivision Review**—In a memorandum dated May 5, 2018 (Bressler to Bishop), the Subdivision Review Section offered an analysis of the DSP’s conformance with the PPS conditions, which is incorporated into Finding 9 above, or is included in the Recommendation section of this report.
- e. **Trails**—In a memorandum dated April 18, 2018 (Shaffer to Bishop), the Transportation Planning Section provided an analysis of the DSP’s conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Central Annapolis Road Sector Plan and SMA, as well as the requirements of the prior approvals.

One master plan trail issue impacts the subject property, with MD 450 being designated as a trail/bikeway corridor in the MPOT, and the area master 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 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 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 subject application is 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 are adequate to provide access from the site to the surrounding community.

Due to the site's location within the Central Annapolis Road corridor (per the Adequate Public Facility Review Map of the *Plan Prince George's 2035 Approved General Plan*, the application is subject to the requirements of Prince George's County Council Bill CB-2-2012 and the associated 2013 "Transportation Review Guidelines, Part 2." The required finding of adequacy and appropriate off-site improvements were reviewed at the time of PPS. The Transportation Planning Section provided a discussion of the DSP's conformance to the PPS conditions regarding both on- and off-site pedestrian improvements that is included in Finding 9 above.

- f. **Permit Review**—In a memorandum dated April 27, 2018 (Jacobs to Bishop), the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or are addressed in conditions of approval included in the Recommendation section of this report.
- g. **Environmental Planning**—In a memorandum dated May 22, 2018 (Juba to Bishop), the Environmental Planning Section provided the following summarized comments on the subject application:

The subject property is located on the southwestern corner of the intersection of MD 450 and 69th Avenue. The plan acreage is 6.47 acres. The site contains 3.57 of woodlands, areas of steep slopes, 100-year floodplain, wetlands, streams, associated buffers, and primary management area (PMA). This site is located in the Lower Beaverdam 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, Natural Resource Conservation Service, Web Soil Survey, 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). 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 Wildlife and Heritage Service, Maryland Department of Natural Resources. No forest interior dwelling species habitat is located on-site, and the site does not front a historic or scenic road. According to the 2017 *Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan*, the Countywide Green Infrastructure Plan, the site contains regulated and evaluation areas only, and is not within an aviation policy area associated with an airport.

A signed Natural Resources Inventory (NRI-027-2016-01), which included a detailed forest stand delineation, was submitted with the application. The information is correctly reflected on the associated plans.

The site has an approved SWM Letter and Plan (24494-2016-00) that expires on September 6, 2019. The approval is in conformance with the current code. A fee payment of \$8,804.50 is required in lieu of providing on-site attenuation/quality control measures. One bioretention facility and one submerged gravel wetland are proposed on-site. One outfall structure is proposed within the PMA to convey stormwater off-site into the natural drainage course system. The SWM concept plan is consistent with the TCP2. No further information is required regarding SWM at this time.

- h. **Prince George's County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not offer comments on the subject application.
- i. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on the subject application.
- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, staff did not receive comment regarding the subject project from the Police Department.
- k. **Prince George's County Health Department**—At the time of the writing of this technical staff report, staff did not receive comment regarding the subject project from the Health Department; however, the following standard comments are recommended to be added as notes on the plan:
  - (1) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
  - (2) During the demolition/construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
- l. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated April 17, 2018, WSSC offered numerous comments regarding the provision of water and sewer to the development. These comments have been provided to the applicant and will be addressed through WSSC's separate permitting process.
- m. **Town of Landover Hills**—At the time of the writing of this technical staff report, the Town of Landover Hills did not provide any comments on the subject application.
- n. **Town of Cheverly**—At the time of the writing of this technical staff report, the Town of Cheverly did not provide any comments on the subject application.

- o. **City of Bladensburg**—At the time of the writing of this technical staff report, the City of Bladensburg did not provide any comments on the subject application.
14. Based on the foregoing and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use, if revised as conditioned.

As required by Section 27-285(b)(4), the Planning Board must also find that the regulated environmental features on a site have been preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations. In a memorandum dated May 22, 2018, the Environmental Planning Section noted that the application adequately demonstrates the preservation and/or restoration of regulated environmental features in a natural state, to the fullest extent possible, as no new impacts beyond what was approved with the PPS are being proposed.

The subject application adequately takes into consideration the requirements of the D-D-O Zone and the Central Annapolis Road Sector Plan and SMA. The amendments to the development district standards, as recommended for approval, would benefit the development and the development district, as required by Section 27-548.25(c) of the Zoning Ordinance, and would not substantially impair implementation of the sector plan.

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends the following:

- A. APPROVAL of the alternative development district standards for:
  - 1. **Standard II.A.:** To allow for a front building placement line of 85 feet along MD 450 (Annapolis Road) and 77 feet along 69th Avenue.
  - 2. **Standard VI.C.(1):** To allow alternative street tree spacing.
- B. DISAPPROVAL of the alternative development district standard for:
  - 1. **Standard II.D.1b.:** To allow for the absence of massing elements, such as store front columns, party walls, and window bays, that reflect the scale and rhythm of the surrounding residential character along the MD 450 (Annapolis Road) frontage.
  - 2. **Standard VI.D.2.a.:** To allow for landscaping in lieu of the required wall, to screen the parking compound facing MD 450 (Annapolis Road).

- C. APPROVAL of Detailed Site Plan DSP-17050 and Type 2 Tree Conservation Plan TCP2-001-08-01 for Iglesia Roca de le Eternidad, subject to the following conditions:
1. Prior to certification of the detailed site plan (DSP), the plans shall be revised, as follows:
    - a. 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 on the plan.
    - b. Provide an exhibit that illustrates the location and limits of the on- and off-site sidewalk along MD 450 (Annapolis Road), per Condition 7b of Preliminary Plan of Subdivision 4-17001 (PGCPB Resolution No. 17-156). 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) of the Subdivision Regulations.
    - c. Add the following site plan notes:

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”
    - d. Revise the parking schedule to show the five bicycle parking spaces.
    - e. Provide a photometric plan demonstrating that appropriate lighting levels are being proposed and that no light spill-over onto adjacent properties is occurring.
    - f. Correct the parking schedule to show the total required number of parking spaces.
    - g. Revise the parking schedule to show the number of required and provided handicap-accessible spaces.
    - h. Revise the site plan to provide a loading area, as required by Section 27-582 of the Prince George’s County Zoning Ordinance.
    - i. Revise the site plan and the Tree Canopy Coverage schedule to show conformance with Section 25-128 of the Prince George’s County Code.
    - j. Revise the site plan to correct the spelling of track to tract in General Note 6.
    - k. Revise the site plan to correct the spelling of SMW to SWM in General Note 10.
    - l. Revise the site plan to correct the wording of General note 21 from the word “of” to “or.”

- m. Provide the dimensions and setbacks for all existing and proposed structures on the plan.
  - n. Provide the specific uses of the multipurpose room and indicate the amount of square footage for each use. Update the Parking table accurately to reflect the proposed uses.
  - o. Clearly identify the van-accessible handicap parking spaces.
  - p. Revise the landscape plan to provide a wall and landscaping along MD 450 (Annapolis Road) to screen the parking lot, in accordance with the development district standard.
  - q. Label the height and setback of the proposed dumpster enclosure and all retaining walls and fences on the site plan.
  - r. Revise the DSP to correctly identify and demonstrate all of the approved development district standard amendments and departures.
  - s. Provide additional architectural features on the side elevation of the building facing MD 450 (Annapolis Road).
  - t. Revise the northern and western building elevations to incorporate higher quality building materials such as brick, decorative masonry, or decorative metal.
2. Prior to certification of the detailed site plan (DSP), the Type 2 tree conservation plan (TCP2) shall be revised, as follows:
- a. Identify the location of the previously dedicated land that is credited on the Woodland Conservation worksheet.
  - b. Revise the TCP2 by removing all woodland preservation from within the limits of disturbance and adjust the Woodland Conservation worksheet accordingly.
  - c. Revise the TCP2 so that all references to woodland clearing is consistent on the plan.
  - d. Revise the TCP2 by specifying a suitable detail from the Environmental Technical Manual for "Combination silt fence and tree protection fencing."
  - e. Complete the Property Owner's Awareness Certificate on each sheet of the TCP2.
  - f. Add the standard TCP2 notes pertaining to on-site invasive species management to the TCP2. Submit an invasive species management plan prepared by a qualified professional and place it on the TCP2.
  - g. Revise the TCP2 layout to the same scale as the DSP and include a coversheet.
  - h. Have the qualified professional who prepared the TCP2 sign and date it and update the revision box with a summary of the revisions made.

3. Prior to signature of the Type 2 tree conservation plan (TCP2), the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law and submitted for recordation to the Office of Land Records. The following note shall be added to the standard TCP2 notes on the plan, as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber/folio. Revisions to this TCP2 may require a revision to the recorded easement.”
4. Prior to issuance of the first grading permit, copies of the recorded easement documents, with the liber and folio, shall be provided to the Environmental Planning Section, and the liber and folio of the recorded woodland conservation easement shall be added to the Type 2 tree conservation plan.
5. Prior to razing the existing structures on-site, the applicant is requested to notify the Historic Preservation Section to allow for photographic documentation of the structures before demolition.

**ITEM:**

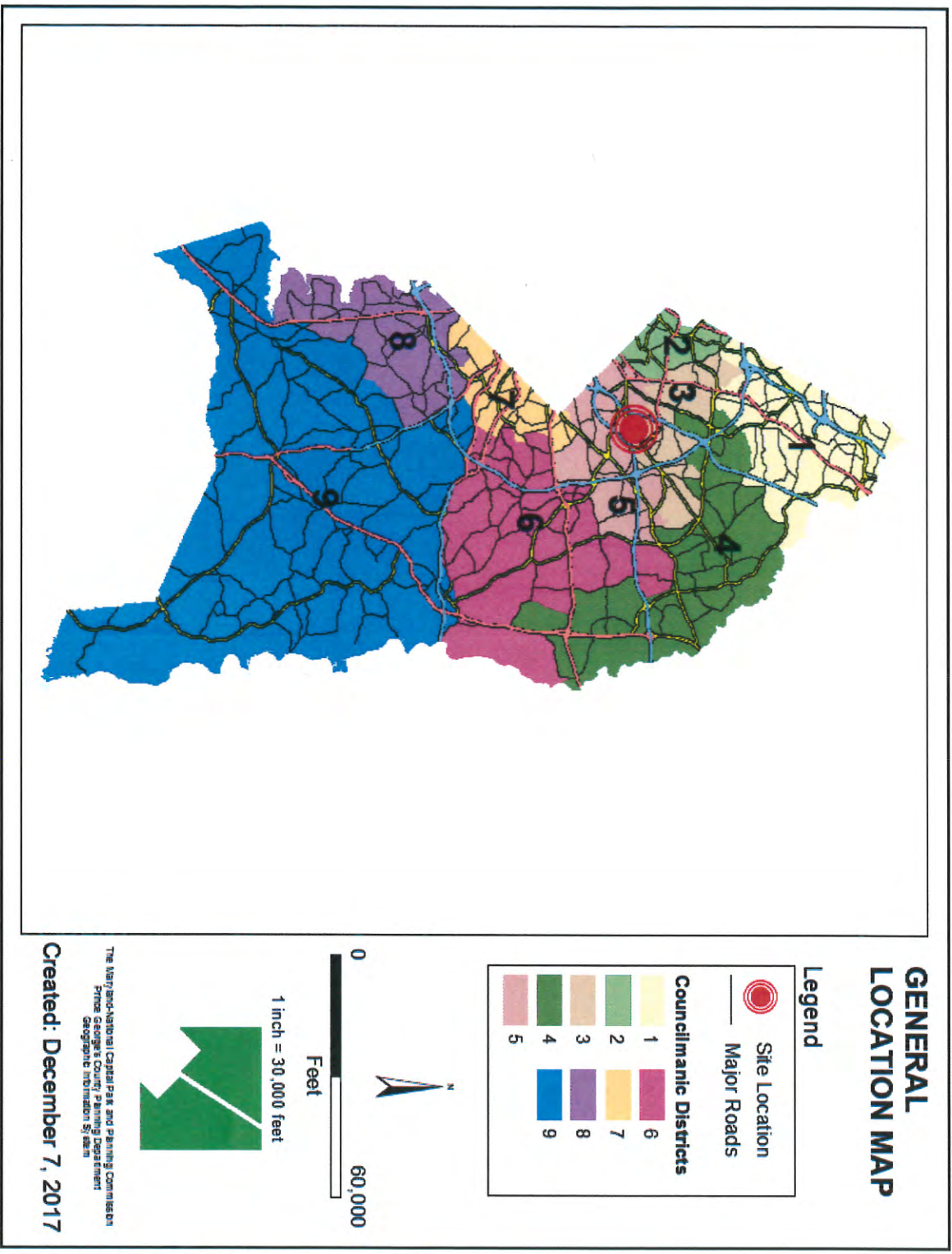
**CASE: DSP-17050**

# **IGLESIA ROCA DE LA ETERNIDAD**

**THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT**

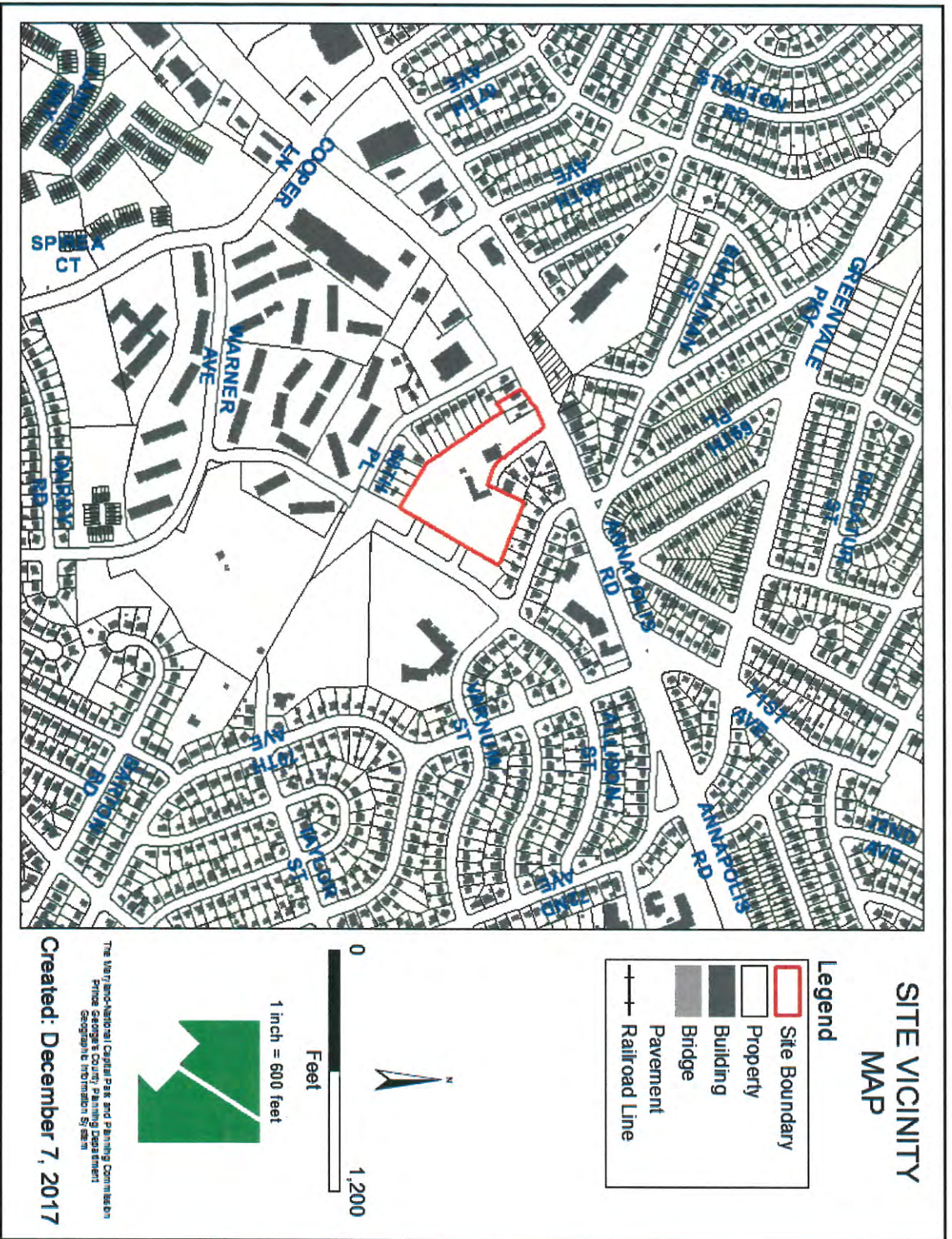


# GENERAL LOCATION MAP



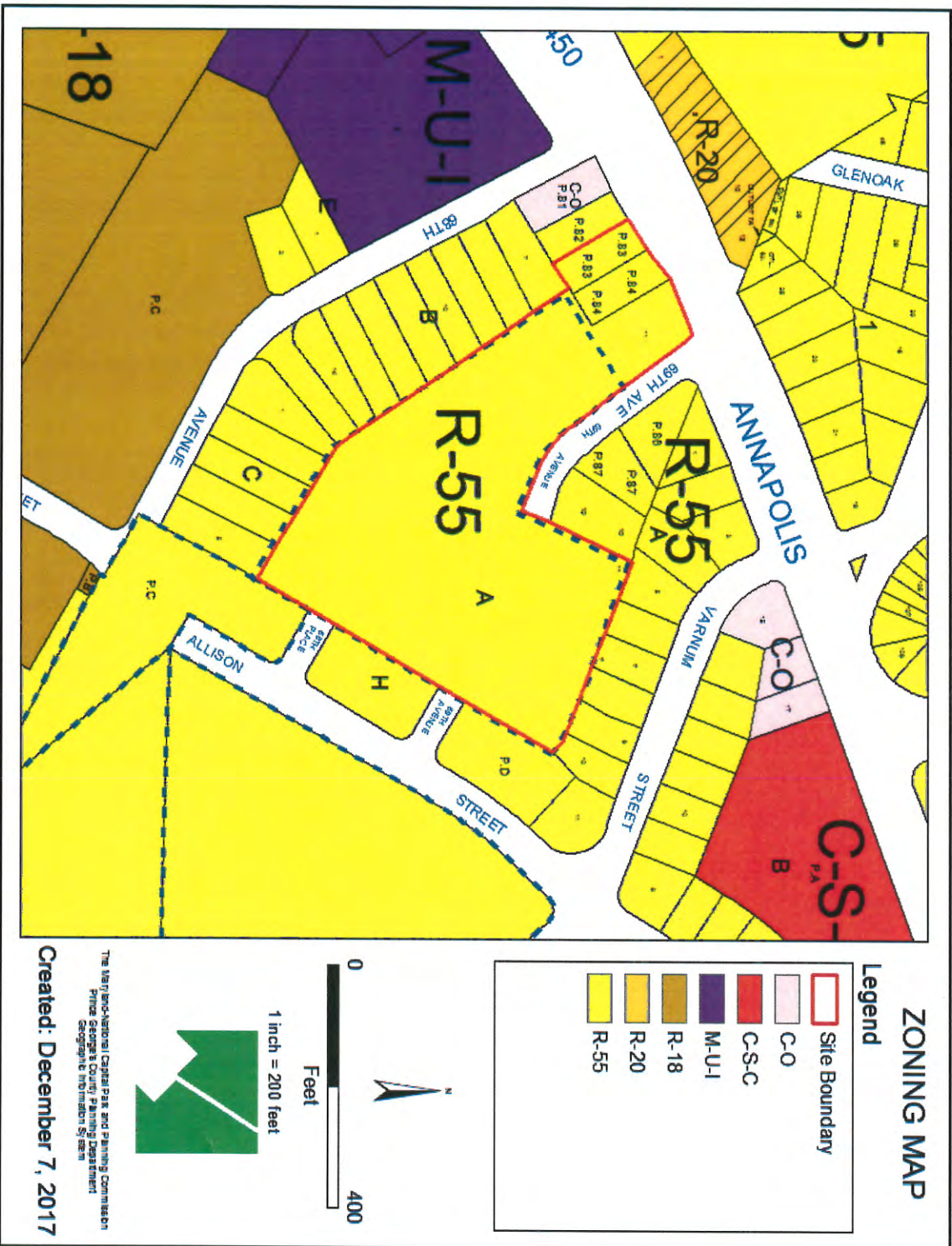


# SITE VICINITY



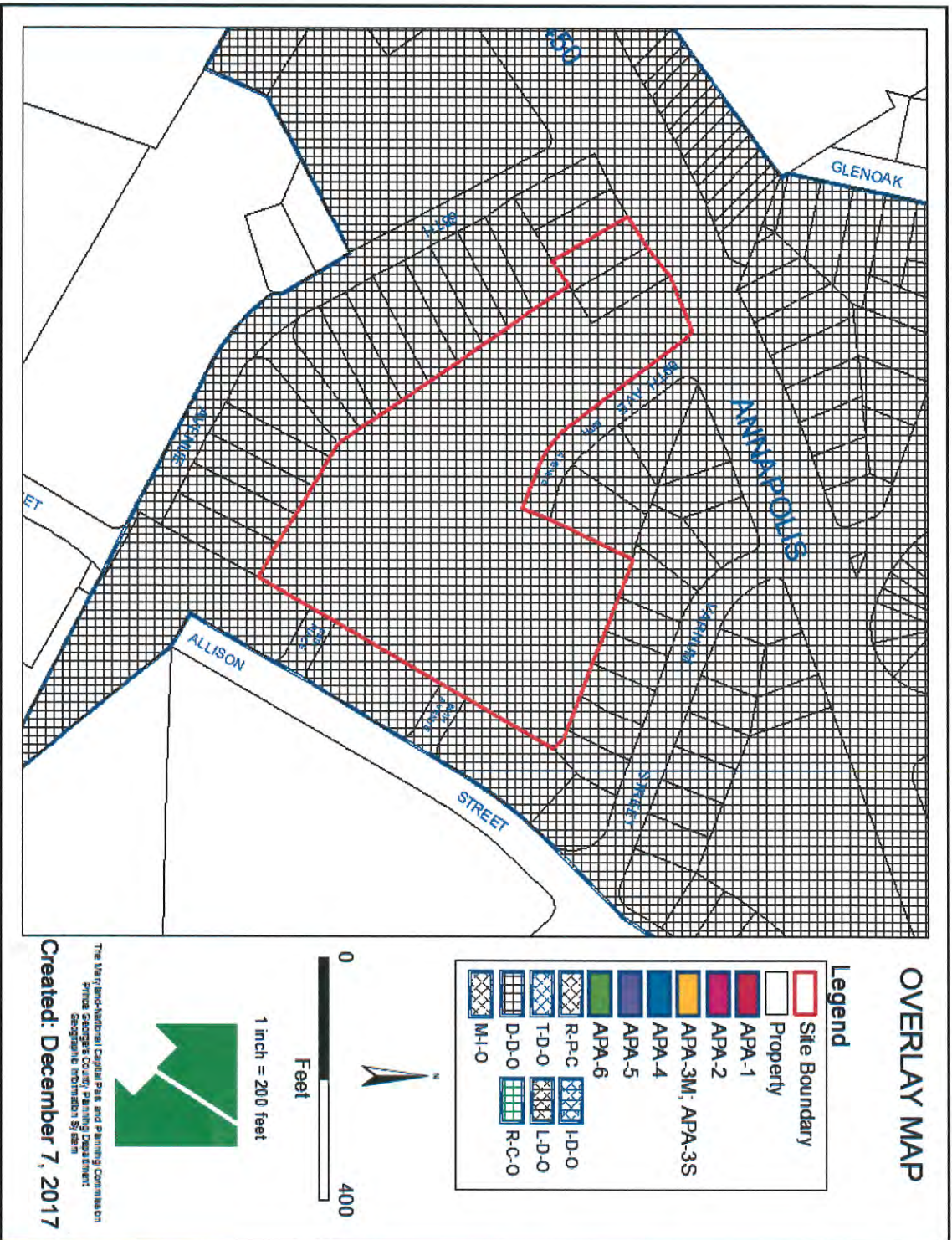
# ZONING MAP

Case # DSP-17050

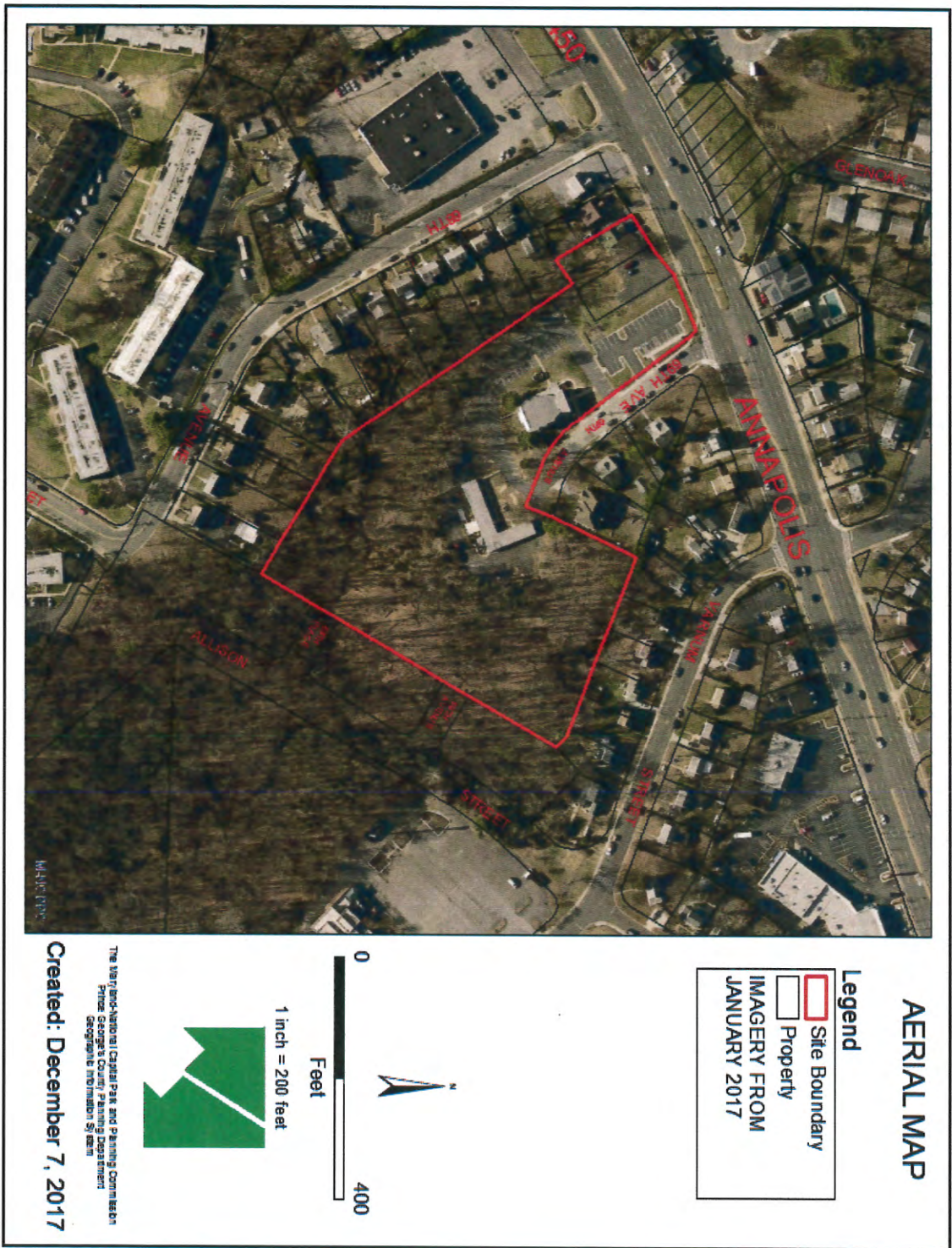


# OVERLAY MAP

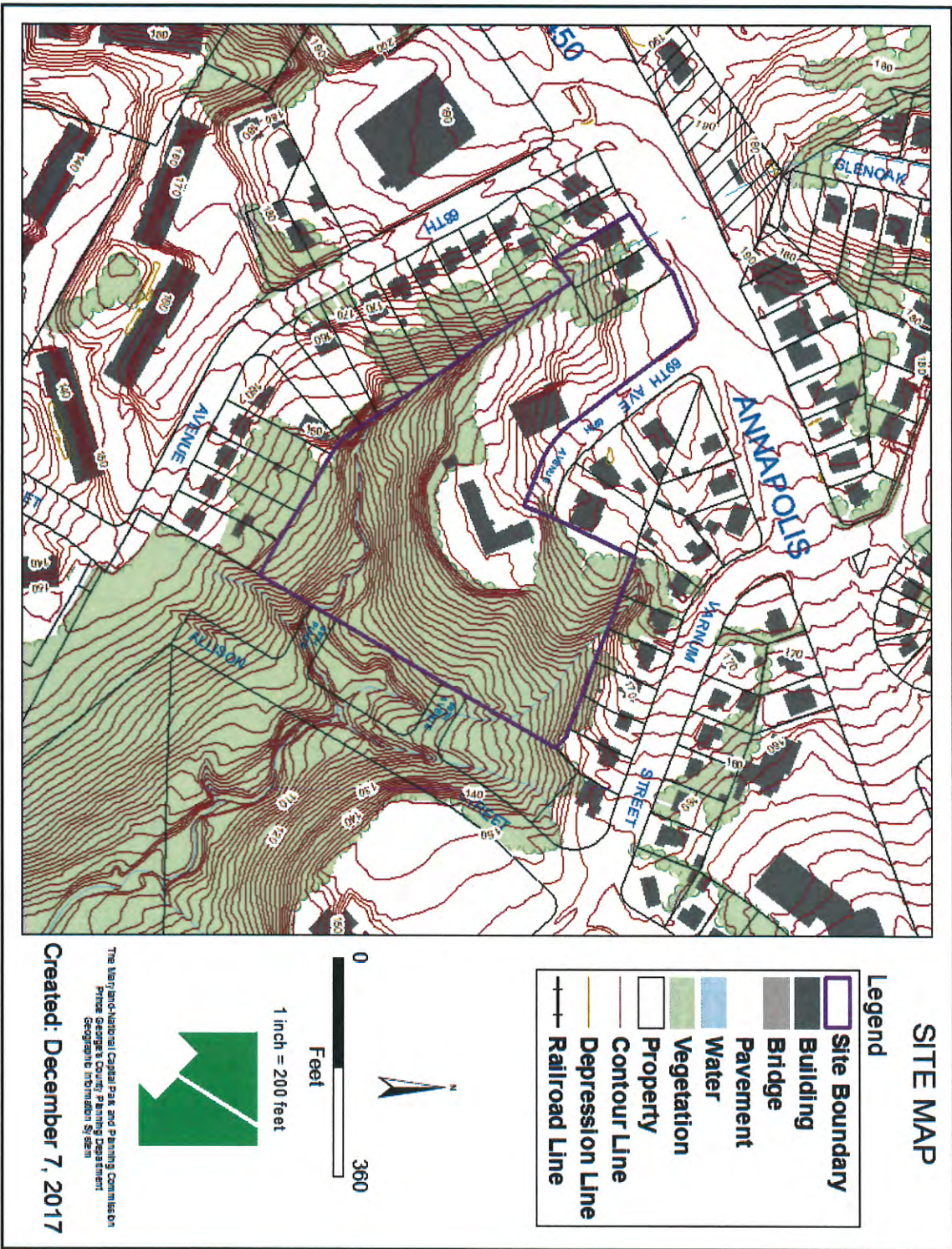
Case # DSP-17050



# AERIAL MAP



# SITE MAP



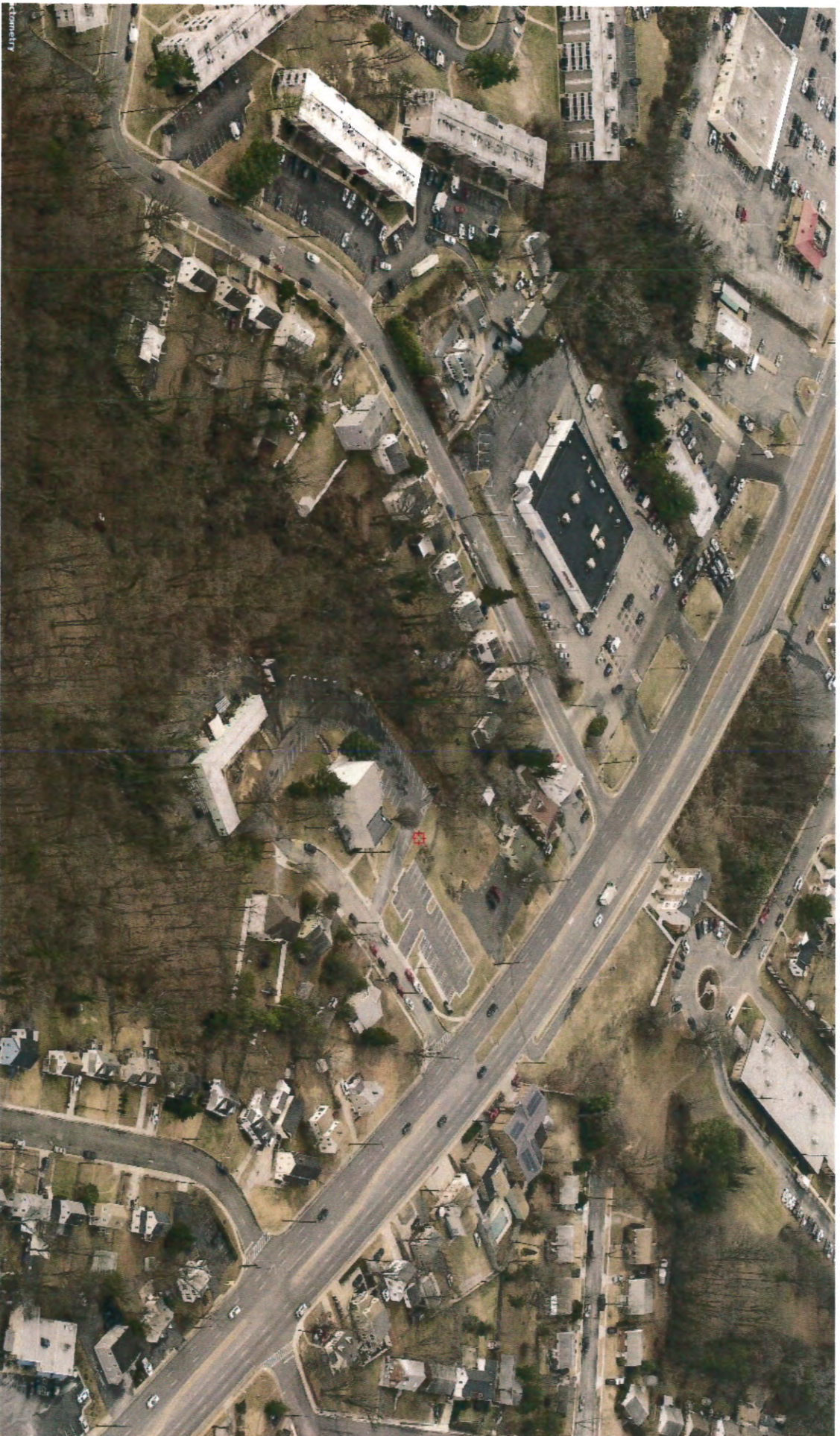
# MASTER PLAN RIGHT-OF-WAY MAP



# BIRD'S-EYE VIEW - SOUTH



# BIRD'S-EYE VIEW - EAST





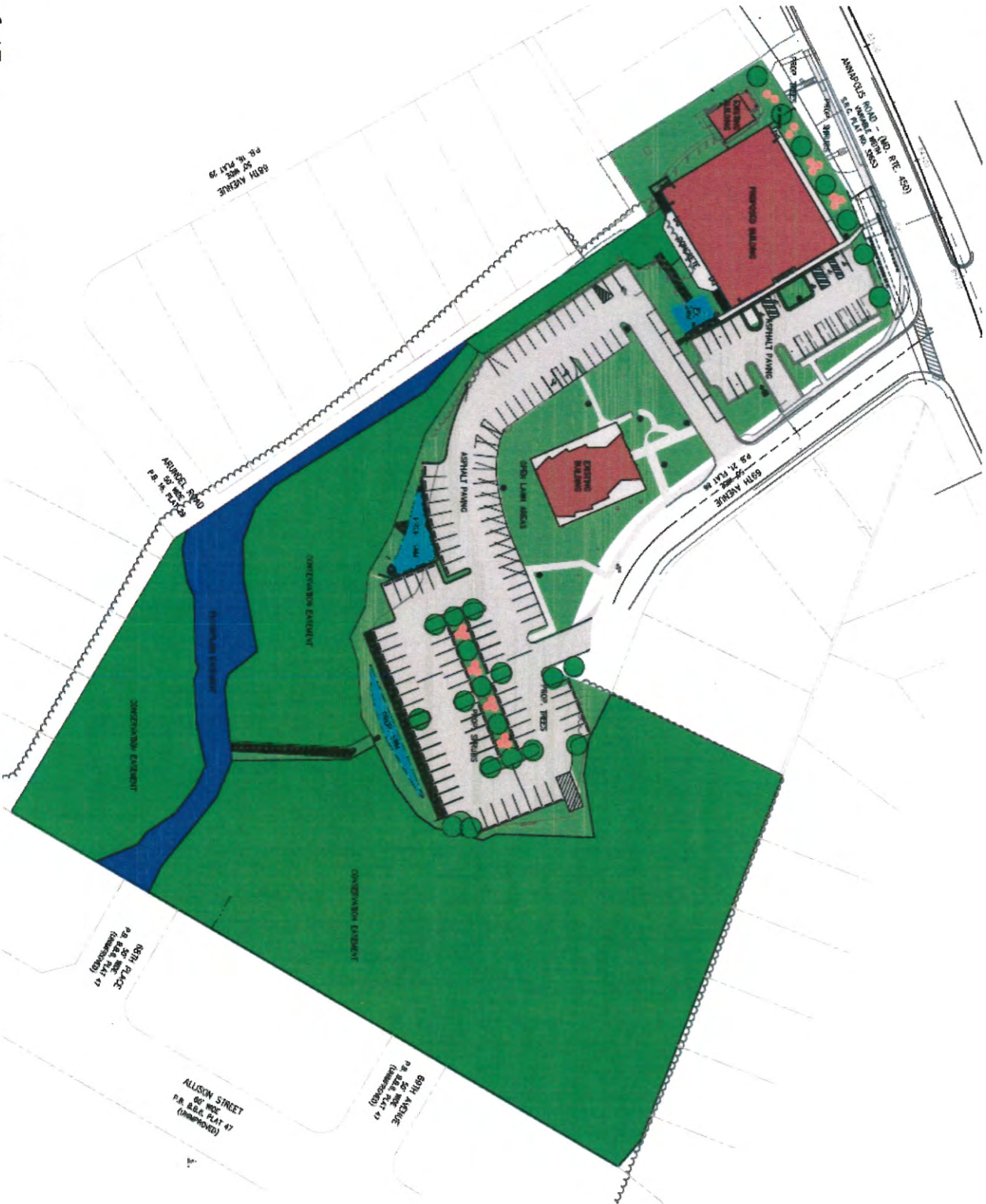
# BIRD'S-EYE VIEW WITH

# APPROXIMATE SITE BOUNDARY OUTLINED

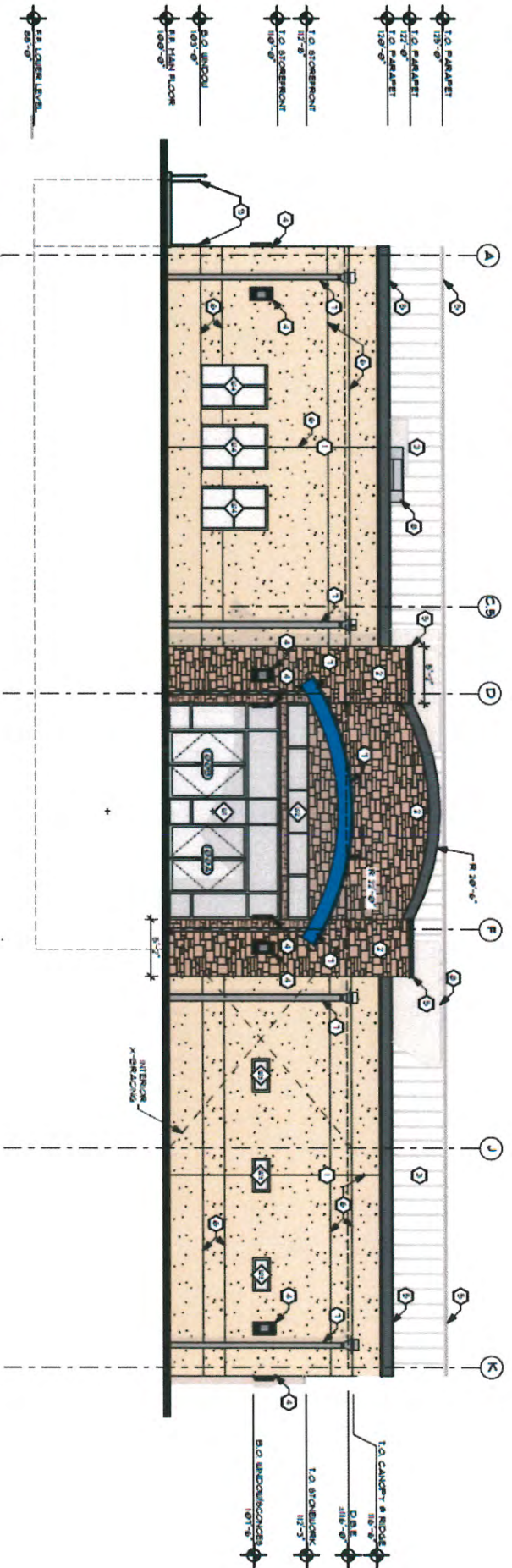


# SITE PLAN

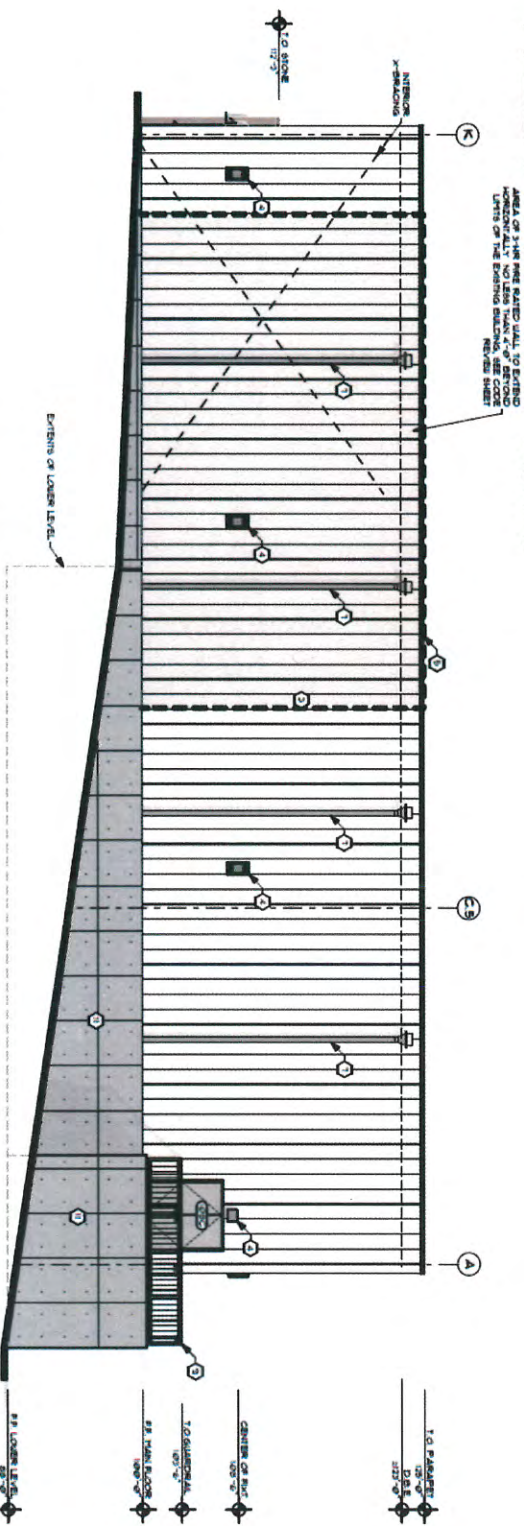
Case # DSP-17050



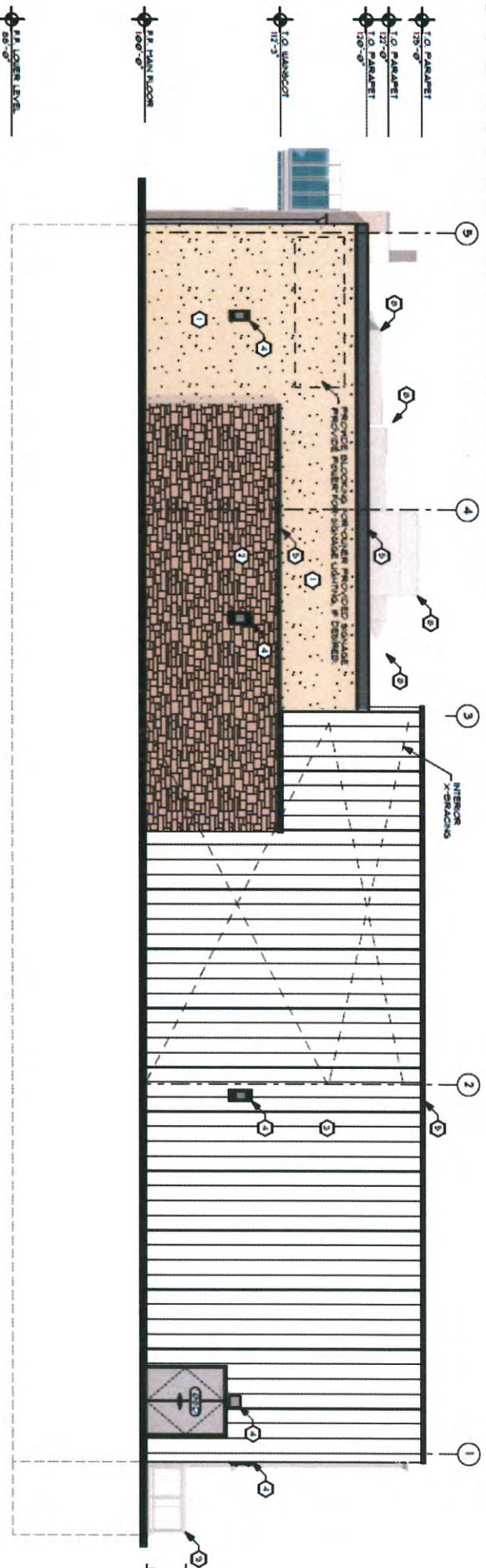
# EAST ELEVATION



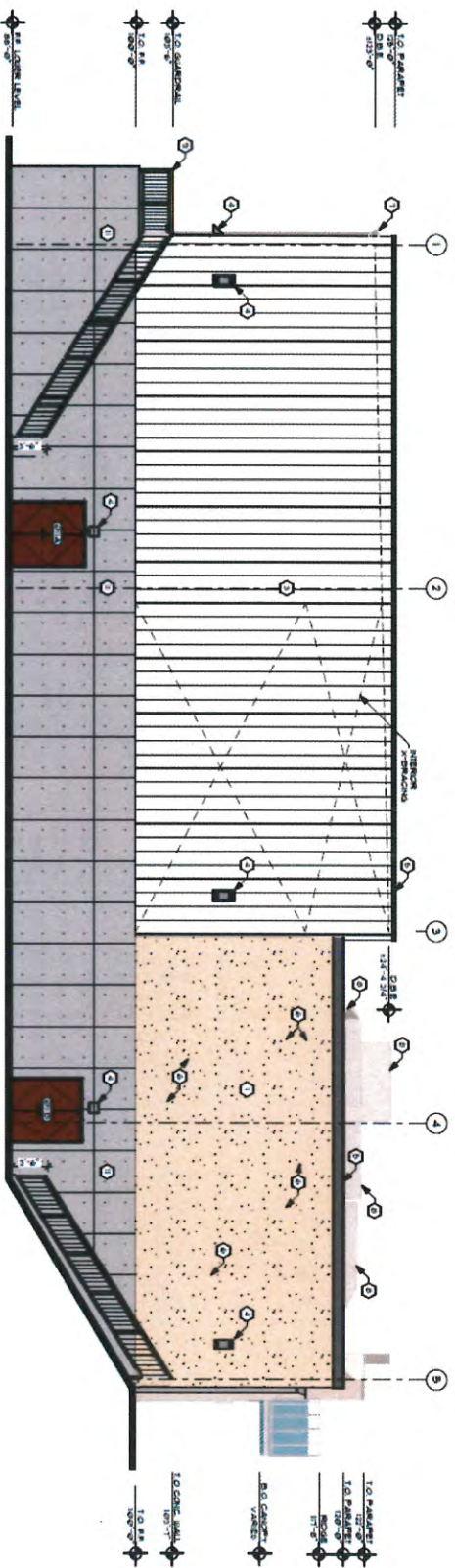
# WEST ELEVATION



# NORTH ELEVATION



# SOUTH ELEVATION



# ILLUSTRATIVE



May 9, 2018

MNCPPC  
Planning Department  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

Re: Justification for Detailed Site Plan Filing  
4610 69<sup>th</sup> Avenue, Landover Hills, MD  
Detailed Site Plan Pre-Application DSP-17050

On behalf of the owner, Iglesia Roca de la Eternidad, Johnson Bernat Associates is the engineer responsible for the filing of the Detailed Site Plan for the property described above.

This Detailed Site Plan is for the development of a portion of Iglesia Roca De La Eternidad Lot 11 Block A, per plat A-7600. The development will include the consolidation of adjacent parcels 83 and 84 for one (1) combined Lot. The properties are made up 6.47 acres and currently consist of a one-story brick building with a basement, one story framed building, a one story single family dwelling unit, parking lot with asphalt pavement, grass, stream at the south end of the site, and a Bioretention facility constructed under previous DPW&T permit #33451-2008-01.

The development is for the removal of the one story framed building for the addition of an approximately 17,971 sf multi-purpose building, additional parking, associated site features and utilities, and stormwater management facilities.

The following Detailed Site Plan creates a transition between single-family housing and commercial and fosters mixed-use redevelopment. The *Central Annapolis Road Preliminary Sector Plan and Proposed Sectional Map Amendment* was referenced for requirements because our subject property lies in the Existing Residential Neighborhood Area of the Development District Overlay Zone. The requirements of *The Central Annapolis Road Preliminary Sector Plan and Sectional Map* were to follow the requirements in the Zoning Ordinance for Detailed Site Plan Submissions. This included following requirements;

- **Section A**, Table 8.8 on page 154 states that we are required to provide a Front Building Placement of 110' off of Annapolis Road (MD 450), a corner side yard setback of a minimum of 10', an interior side yard setback of a minimum of 10', a rear yard setback of a minimum of 10' and a maximum building height of 3 stories. The project being proposed is providing a front building placement of 108' off of 69<sup>th</sup> Avenue, an interior side yard setback of 48', a rear yard setback of 670' and a maximum building height of 1 story. **The proposed project is requesting an amendment for the building to face 69<sup>th</sup> Ave. as proposed and not Annapolis Road (MD 450) because of the existing parking lot and the existing rectory, the proposed building is designed to use the existing parking lot as part of it's frontage plan to keep construction disturbances to a minimum.**

- **Section B**, on page 154, States that a 10' Public Utility Easement must be provided on all frontage of the proposed property. This has been provided along Annapolis Road (MD 450) and all of 69<sup>th</sup> Avenue.
- **Section C, Part 3**, on page 155 states that for the Existing Residential Neighborhood Area: For Commercial uses the minimum required on-site parking capacity shall be 50 percent of the current requirement minimum capacity as determined in Section 27-568(a). The permitted maximum on-site capacity shall be equal to 100% of the minimum capacity required by Section 27-568(a). Per section 27-568(a) the proposed project is required to provided 141 spaces. **The proposed project is providing 138 spaces. The proposed project is requesting an amendment on the required parking spaces to meet interior landscape requirements.**
- **Section D**, on page 155, States development in this area should reflect the residential character of existing development in terms of bulk, scale and general form. **The Proposed Project is requesting an amendment on the Building Design guidelines because the building that is being proposed is a Sanctuary, there are no guidelines for a Sanctuary. To help keep the residential character in the area the proposed building is being painted neutral colors and no signs are being proposed on the outside of the building.**
- **Section E**, on page 180, States Common sign plans should provide for all institutional, office and mixed-use and retail/commercial buildings developed on a single parcel or a combination of parcels under common ownership at the time of detailed site plan. The proposed project is not provided a sign on or around the proposed building.
- **Section F**, on page 181, States Full cut-off optic fixtures should be used and should be located so that light spillover from one property to another is minimized. This request has been met and the light spillover can be viewed on the photometric plan, provided on March 1<sup>st</sup>.
- **Per the Central Annapolis Road Preliminary Sector Plan and Sectional Map, the following Landscape Standards were required;**
  - **Section A**, states all existing trees within the DDOZ should be preserved where feasible. All existing trees are to remain.
  - **Section B**, states residential uses with the DDOZ shall comply with the Residential planting requirements of the Landscape Manual. We are a commercial use; this section does not apply to us.
  - **Section C, part 1**, states street trees shall be provided along all streets to enhance and soften building facades, create street character, and provide shade for pedestrian street level activity. Street trees shall be planted at the time of development and spaced 30 feet apart on center. Street trees have been provided to soften the proposed building facades. **The proposed project is requesting amendments on the placement of trees not being spaces 30 feet apart on center because of existing sidewalks and existing utilities.**
  - **Section C, part 2**, states street trees shall be planted along the Arterial Frontage Road and all New commercial Streets in the DDOZ according to the streetscape sections. This section does not apply to our project.
  - **Section C, part 3**, states street trees on New residential streets. This section does not apply to our project.
  - **Section C, part 4**, states DDOZ Street Trees Placement: Street Trees shall be planted along the street tree alignment with the streetscape and spaced at 30 feet on center. **The proposed project is requesting amendments on the**

**placement of trees not being spaces 30 feet apart on center because of existing sidewalks and existing utilities.**

- **Section D, part 1**, states Parking lot shall be screened from roadways and public areas (such as sidewalks, plazas, and abutting open space) with appropriate landscaping, a continuous, low masonry wall of three feet or less, or other appropriate screening techniques. The project is proposed shrubs in between the proposed trees to screen the existing parking lot.
- **Section D, part 2, letter a**, states a landscape strip consisting of a minimum of four-foot-wide landscape strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between three and four feet in height shall be provided to screen the parking lot. **The proposed project is requesting an amendment on this because there is not enough space for a wall and a landscape strip because of where the existing parking lot is located. The proposed project feels provided shrubs in this area will be sufficient enough for screening.**
- **Section D, part 2, letter b**, states Interior planting shall be required for any parking lot which is 6,000 square feet or larger, A minimum of nine percent (9%) of the lot must be interior planting area. The proposed project provided the minimum nine percent (9%) of interior planting area.
- **Section D, part 2, letter c**, states in all parking lots, one shade tree per every ten spaces should be provided in corners, bump outs or islands. The proposed project is required to provide 12 shade trees in the parking lot, the proposed project is providing 24 shade trees in the parking lot and along street.
- **Section D, part 2, letter d**, does not apply to our project.
- **Section D, part 2, letter e**, states planting spaces must be large enough to allow for healthy tree growth and must be protected from parking or exiting vehicle, vehicle overhangs, and opening vehicle doors. All planting spaces that have been provided are large enough for healthy tree growth.
- **Section D, part 2, letter f**, states A minimum of 60 square feet of continuous pervious land area shall be provided for each tree. No tree planting area shall be less than five feet wide in any direction. All plant areas are more than 60 square feet for each tree.
- **Section D, part 2, letter g**, states a curb or wheelstops shall be provided for all parking spaces adjacent to planting or pedestrian areas to protect those areas from over hanging by parked vehicles. wheelstops have been provided on all new parking spaces.
- **Section D, part 2, letter h**, states planting islands located parallel to parking spaces shall be minimum of nine feet wide to allow vehicle doors to swing open. All planting islands are a minimum of nine feet wide per the standard.
- **Section D, part 2, letter i**, does not apply to our proposed project.
- **Section E, part 1**, states HVAC equipment, telecommunications buildings and equipment rooms shall be screed properly. HVAC equipment, telecommunications and the equipment room are all proposed inside the building.
- **Section E, part 2**, states Dumpster and storage, service, loading, and delivery areas shall be hidden from public areas. The existing dumpster on site is screed on 3 sides, the proposed project will be providing doors to the existing dumpster enclosure to comply with this standard.



- **Section F and Section G of the Landscape Standards do not apply to our proposed project.**
- Special requirements of the *Central Annapolis Road Preliminary Sector Plan and Proposed Sectional Map Amendment* were; public improvements along Annapolis Road (MD 450), this included sidewalk repairs, installing an ADA approved ramp.

Per the Preliminary Plan 4-17001 Resolution requirements at the time of Detailed Site Plan; Condition #5 required an ADA compliant sidewalk along the frontage of MD 450 (Annapolis Road) and marking the existing sidewalk along 69<sup>th</sup> Avenue. These conditions were met on the Detailed Site Plan in this submission. Condition #6 required marking and labeling a bicycle rack accommodating a minimum of five bike be added to the plans, a bicycle rack accommodating six bikes has been marked and labeled on the Detailed Site Plan. Condition #7b required an exhibit showing all improvements along MD 450 (Annapolis Road), Exhibit is included with this submission. Condition #8 required the submission of a photometric plan; this plan was submitted on March 1<sup>st</sup>.

As part of this submission a Landscape Plan is being provided. The *Central Annapolis Road Preliminary Sector Plan and Proposed Sectional Map Amendment* and the Landscape Manual standards were required as follow;

- Chapter 4.3 – Parking Lot Requirements
  - Parking lot Perimeter Landscape Strip Requirements
    - Provide a minimum nine (9) foot wide landscape strip between the parking lot and any adjacent property line. Within the landscape strip, provide one (1) tree and three (3) shrubs per thirty-five (35) linear feet of parking lot adjacent to a property line. **The proposed project is requesting amendments on the placement of trees not being spaces 30 feet apart on center because of existing sidewalks and existing utilities.**
  - Parking Lot Interior Planting Requirements
    - The minimum parking Lot Interior Planting requirements shall be calculated as a percentage of the parking lot area based on the side of the parking lot as shown in Table 4.3-1. Table 4.3-1 states we are not required any interior planting, but because of the DDOZ we will be providing nine percent (9%).
- Chapter 4.9 – Sustainable Landscaping Requirements
  - Native plant material shall be identified as such in the planting schedule on the landscape plan. This has been provided.

This concludes our justification of the filing of the Detailed Site Plan. Please feel free to contact me once your review of the application is underway. Thanks again.

Sincerely,

**Johnson ♦ Bernat ♦ Associates, Inc.**

Kaitlin D. Barker



**Johnson ♦ Bernat ♦ Associates, Inc.**

May 25, 2018

MNCPPC  
Planning Department  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

Re: Sector Plan Amendment Request  
4610 69<sup>th</sup> Avenue, Landover Hills, MD  
Detailed Site Plan Pre-Application DSP-17050

On behalf of the owner, Iglesia Roca de la Eternidad, Johnson Bernat Associates is requesting an amendment to the Sector Plan as explained below.

We are requesting an additional reduction to the required buffer for the existing single family dwelling unit which is to remain and is being converted to a rectory for the pastor.

The Sector Plan requires a 40' buffer between structures and adjacent residential properties with an allowance for a 50% reduction from this requirement (resulting in a 20' buffer). The existing single family dwelling unit is approximately 15' from the adjacent residential property; therefore we would like to request an additional 5' reduction for the buffer.

This concludes our justification for the filing of this Amendment. Please feel free to contact me once your review of the application is underway. Thanks again.

Sincerely,

**Johnson ♦ Bernat ♦ Associates, Inc.**

Andrew M Bradshaw, P.E.

RESOLUTION

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 1/100<sup>th</sup> 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:
- Dedicate 62 feet from the baseline of MD 450 (Annapolis Road) to public use as reflected on the approved preliminary plan of subdivision.
  - 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:

- 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.
- Background**—The subject property is located in the southwest of the intersection of 69<sup>th</sup> 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.

Zone Use(s)	EXISTING	APPROVED
	R-55/D-D-O Institutional (5,289 sq. ft. to remain) (4,320 sq. ft. to be razed)	R-55/D-D-O 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 69<sup>th</sup> 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 69<sup>th</sup> Avenue, a secondary pedestrian sidewalk to the building is provided on-site. The existing sidewalk along the site's frontage of 69<sup>th</sup> 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 69<sup>th</sup> 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 68<sup>th</sup> 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 68<sup>th</sup> Avenue to 69<sup>th</sup> 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 69<sup>th</sup> 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
<b>Total Existing Trips</b>			<b>3</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>116</b>
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
<b>Net New Trips Utilized in Analysis</b>			<b>4</b>	<b>3</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>164</b>
<b>Total Site Trips</b>			<b>7</b>	<b>5</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>13</b>	<b>280</b>
<b>Proposed Cap (Existing Less Razed Plus New)</b>					<b>12</b>			<b>13</b>	<b>280</b>

**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 69<sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> 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 69<sup>th</sup> 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 69<sup>th</sup> 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 (TCP1I-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 TCP1I 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 1/100<sup>th</sup> 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.

\* \* \* \* \*

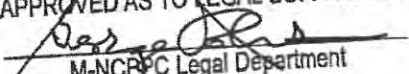
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Doerner, 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

EMH:JJ:SC:rpg

APPROVED AS TO LEGAL SUFFICIENCY  
  
M-NCPPC Legal Department  
Date 12/20/17



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Historic Preservation Section

(301) 952-3680  
www.mncppc.org

April 11, 2018

MEMORANDUM

TO: Ruth Grover, Planner Coordinator  
Urban Design Section  
Development Review Division

VIA: Howard Berger, Supervisor *HB*  
Historic Preservation Section  
Countywide Planning Division

FROM: Jennifer Stabler, Archeology Planner Coordinator *JAS*  
Historic Preservation Section  
Countywide Planning Division

SUBJECT: **DSP-17050, Iglesia Roca de la Eternidad**

The subject property consists of approximately 6.4 acres located at the intersection of 69th Avenue and Annapolis Road (MD 450), at 4610 69th Avenue in Hyattsville Maryland. The applicant is proposing to consolidate adjacent parcels 83 and 84 into one lot. The subject property is zoned R-55.

The subject property is currently improved with a one-story frame building and an asphalt paved parking lot. The applicant proposes to demolish the one-story frame building and to add an approximately 17,971 square foot multi-purpose building, parking, associated site features and utilities, and stormwater management facilities.

The dwelling location 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. Historic Preservation staff should be allowed to photograph all buildings on the subject property that are proposed to be demolished.

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. There are no historic sites or resources on or adjacent to the subject property. This proposal will not impact any historic sites, historic resources or known archeological resources.

I:\HISTORIC\Referrals\2018\DSP-17050\_Iglesia Roca de la Eternidad\_11 April 2018.docx



May 29, 2018

**MEMORANDUM**

**TO:** Andrew Bishop, Senior Planner, Urban Section, Development Review Division

**VIA:** Kipling Reynolds, AICP, Chief, Community Planning Division *KR*  
Dave A. Green, Master Planner, Community Planning Division *DAG*

**FROM:** Samuel L. White, Jr., Acting Planner Coordinator, Neighborhood Revitalization Section, *SLW*  
Community Planning Division

**SUBJECT: DSP-17050 Iglesia Roca De La Eternidad**

**FINDINGS**

Community Planning Division staff finds that, pursuant to Section 27-548.25(b) of the Zoning Ordinance this Detailed Site Plan application does not meet the applicable standards of the Central Annapolis Road Sector Plan Development District Overlay Zone.

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendments to the Central Annapolis Road Sector Plan Development District Overlay Zone do not conform with the purposes and recommendations for the Development District, as stated in the Central Annapolis Road Sector Plan.

**BACKGROUND**

**Application Type:** Detailed Site Plan is in a Development District Overlay Zone.

**Location:** 4610 69<sup>th</sup> Avenue, Hyattsville, Maryland.

**Size:** 6.47 acres.

**Existing Uses:** One-story building with a basement, one-story framed building and single-family dwelling.

**Proposal:** The applicant requests the consolidation of adjacent Parcels 83 and 84 for one combined lot and the removal of an existing one-story framed building and a single-family dwelling to construct a multi-purpose sanctuary (approximately 17,971 square feet) and associated parking lot.

**GENERAL PLAN, MASTER PLAN, AND SMA**

**General Plan:** This application is located within the Established Communities policy area. Plan 2035 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.

**Master Plan:** *The Central Annapolis Road Sector Plan Transit District Development Plan* recommends institutional land uses on the subject property.

In addition, Central Annapolis Road Sector Plan Transit District Development Plan also makes the following recommendations that affect the subject property: The subject site is in the Existing Residential Neighborhood character area of the Development District Overlay Zone (DDOZ). The Master Plan indicates that the vision for the Existing Residential Neighborhood character area, which is the segment of Central Annapolis Road corridor that extends from Surrey Lane/Ardwick-Ardmore Road to the east and 68th Place to the west, remains predominantly residential in nature with an emphasis on preserving and enhancing the quality of life of established communities. “The purpose of this area is to conserve the quality of life and existing pattern of development in the existing single-family residential neighborhoods. The Existing Residential Neighborhood Area will include primarily single-family or duplex housing. Development controls in this area aim to preserve the character of single-family blocks by incorporating building massing consistent with the existing structures and landscaping that creates an attractive link between adjacent mixed-use areas.” (p. 142).

**Planning Area:** 69

**Community:** Landover Hills

**Aviation/MIOZ:** This property is not located in an Aviation Policy Area or the Military Installation Overlay Zone.

**SMA/Zoning:** The 2010 Approved Central Annapolis Road Sectional Map Amendment retained the subject property in the One-Family Detached Residential (R-55) zone and applied a Development District Overlay Zone (DDOZ).

## **DEVELOPMENT DISTRICT MANDATORY STANDARDS**

Community Planning Division staff finds that, pursuant to Section 27-548.25(b), this application is not in conformance with the mandatory requirements of the Central Annapolis Road Development District Overlay Zone. This application does not conform to the following Development District Standards:

### **A) II.A. Front Building Placement Line**

**Table 8.8 Existing Residential Area Bulk Table** (p. 154) require properties located in the Existing Residential Neighborhood Character Area have a minimum front building placement line of 70 feet from the centerline of MD 450 (Annapolis Road), which is designated as a Primary Street and a residential arterial without a service road and the maximum front building placement line to be 80 feet (with a service road). It also states that the front building placement line on 69<sup>th</sup> Avenue, which is designated as a Secondary Street and a local residential street, to be a minimum of 20 feet and a maximum of 30 feet.

The site plan shows the proposed building fronting 69<sup>th</sup> Avenue with a minimum front building placement line to be 77 feet from the property line. The site plan also shows the minimum front building placement line from the centerline of MD 450 to be 85 feet.

**C) V.(E)(1)(a)(b)(h) Public Realm Standards, Signage** (page 180) states that, “Common sign plans should be provided for all institutional, office, and mixed-use and retail/commercial buildings developed on a single parcel or a combination of parcels under common ownership at the time of detailed site plan. The common sign plan should be accompanied by plans, sketches, or photographs indicating the design (such as colors and lettering style), size (all dimensions including sign face area), construction materials, method of sign attachment, lighting, quantity and location on the site and/or buildings.”

1. Building and Canopy Signs.

1.a. Signs shall be constructed of quality materials.

1.b. The placement, colors, type, style and size of the signs shall be integrated into the overall architectural design of the building.

1.h. Lit signs should be externally illuminated from the front, except for individually-mounted letters, or numbers, which may be internally lit. Panelized back lighting and box signs are discouraged.

The north elevation includes a note for a proposed mounted sign on the building. Specifications for the sign were not included in the application.

The applicant has not provide staff with a description of the materials and specifications to construct the mounted signs. The mounted signs shall be of quality material and should be externally illuminated as described in the standards.

**D) VI.D.(2)(a) Landscape Standards, Parking Lot Requirements** (p. 182) states that, “A landscaped strip consisting of a minimum four-foot-wide landscape strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between three and four feet in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with mixture of evergreen ground cover and low shrubs planted between the shade trees.

The landscape plan shows landscaping with a two feet maximum height for shrubs and trees along MD 450 facing the north elevation; However, no shrubs are shown to screen the parking lot facing MD 450.

The applicant will need to revise their application or request amendments to the Development District Standards to meet the requirements of the Zoning Ordinance.

Community Planning Division staff finds that all other elements of this application meet the requirements of Section 548.25(b).

## REQUESTED AMENDMENTS TO DEVELOPMENT DISTRICT STANDARDS

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5), the proposed amendments to the Central Annapolis Road Development District Overlay Zone do not conform with the purposes and recommendations for the Development District, as stated in the Central Annapolis Road Sector Plan.

### A) II.A. Front Building Placement Line

**Table 8.8 Existing Residential Area Bulk Table** (p. 154) require properties located in the Existing Residential Neighborhood Character Area have a minimum front building placement line of 70 feet from the centerline of MD 450 (Annapolis Road), which is designated as a Primary Street and a residential arterial without a service road and the maximum front building placement line to be 80 feet (with a service road). It also states that the front building placement line on 69<sup>th</sup> Avenue, which is designated as a Secondary Street and a local residential street, to be a minimum of 20 feet and a maximum of 30 feet.

The site plan shows the proposed building fronting 69<sup>th</sup> Avenue with a minimum front building placement line to be 77 feet from the property line. The site plan also shows the minimum front building placement line from the centerline of MD 450 to be 85 feet.

**Staff Comment:** The sector plan provides a clear vision for the future transformation of the Central Annapolis Road Corridor from an auto-dominated roadway into a series of vibrant, transit-friendly walkable nodes. In the long-term, Annapolis Road would be transformed into a pedestrian and bike friendly Complete Street that serves and enhances new development while helping to safeguard existing communities. The proposed building fronting on 69<sup>th</sup> Avenue impairs the sector plan's vision to create a walkable environment along the corridor. The site plan should be revised to orient the front of the building towards MD 450, which conforms with the sector plan's vision for the corridor.

**B) II.C.(3)(b) Parking and Access Management** (p. 156) states for commercial uses, "The minimum required on-site parking capacity for all uses shall be 50 percent of the current required minimum capacity as determined in Section 27-568(a). The permitted maximum on-site capacity shall be equal to 100% of the minimum capacity required by Section 27-568(a)."

The site plan shows 138 parking spaces which is between the 70 minimum and 141 maximum parking capacities for the site as determined by Section 27-568(a).

**Staff Comment:** The parking capacity shown on the site plan conforms to the parking standards for the site; However, the parking table shown on the site plan should be revised to show the correct number of parking spaces.

**C) V.(E)(1)(a)(b)(h) Public Realm Standards, Signage** (page 180) states that, "Common sign plans should be provided for all institutional, office, and mixed-use and retail/commercial buildings developed on a single parcel or a combination of parcels under common ownership at the time of detailed site plan. The common sign plan should be accompanied by plans, sketches, or photographs indicating the design (such as colors and lettering style), size (all dimensions including sign face area), construction materials, method of sign attachment, lighting, quantity and location on the site and/or buildings."

#### 1. Building and Canopy Signs.

- 1.a. Signs shall be constructed of quality materials.

1.b. The placement, colors, type, style and size of the signs shall be integrated into the overall architectural design of the building.

1.h. Lit signs should be externally illuminated from the front, except for individually-mounted letters, or numbers, which may be internally lit. Panelized back lighting and box signs are discouraged.

The north elevation includes a note for a proposed mounted sign on the building. Specifications for the sign were not included in the application.

**Staff Comment:** The applicant should provide staff with a description of the materials and specifications to construct the mounted signs. The mounted signs shall be of quality material and should be externally illuminated as described in the standards.

**D) VI.D.(2)(a) Landscape Standards, Parking Lot Requirements** (p. 182) states that, “A landscaped strip consisting of a minimum four-foot-wide landscape strip between the right-of-way line and the parking lot, with a brick, stone, or finished concrete wall between three and four feet in height shall be provided to screen the parking lot. The wall shall be located adjacent to but entirely outside the four-foot-wide landscaped strip. Plant with a minimum of one shade tree per 35 linear feet of frontage, excluding driveway openings, and with mixture of evergreen ground cover and low shrubs planted between the shade trees.

The landscape plan shows landscaping with a two feet maximum height for shrubs and trees along MD 450 facing the north elevation; However, no shrubs are shown to screen the parking lot facing MD 450.

**Staff Comment:** The Development District Standards require a brick, stone, or finished concrete wall between three and four feet tall to screen the parking lot for a minimum four-foot-wide landscape strip. The landscape plan should be revised to show a wall along the MD 450 (Annapolis Road) to screen the parking lot. As an alternative to wall construction, the applicant proposes installing sufficient landscaping along the MD 450 (Annapolis Road) to screen the parking lot which provides a more visually pleasing streetscape along the corridor. The applicant should submit a revised landscape plan to show buffer widths and density of vegetation to effectively screen the parking lot facing MD 450 in order to gain DRD staff support of the requested waiver.

c: Long-range Agenda Notebook

Frederick Stachura, J.D., Supervisor, Neighborhood Revitalization Section, Community Planning Division



**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section

(301) 952-3680  
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April 15, 2018

**MEMORANDUM**

TO: Andrew Bishop, Urban Design Section, Development Review Division  
FROM: Tom Masog, Transportation Planning Section, Countywide Planning Division  
SUBJECT: DSP-17050, Iglesia Roca de la Eternidad

The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of 6.47 acres of land in the R-55 Zone. The property is located south of Annapolis Road (MD 450) at its intersection with 69<sup>th</sup> Avenue. The site is partially developed, and the applicant is proposing to raze one of the buildings on the site and construct a church.

**Review Comments - DSP**

The site is a subdivided parcel Iglesia Roca de la Eternidad, Preliminary Plan of Subdivision 4-17001. The detailed site plan is being done pursuant to its location within a development district overlay zone. No traffic-related findings are required.

There are a couple of conditions on Preliminary Plan of Subdivision 4-17001. The status of the transportation-related conditions is summarized below:

Conditions 5, 6 and 7: These are active transportation conditions that should be reviewed by the Trails Coordinator.

Condition 16(a): OK. This condition requires dedication of 62 feet from the baseline along MD 450. This was shown on the PPS, and is correctly shown on the DSP.

Condition 3: OK. This condition places a trip cap of 12 AM and 13 PM and 280 Sunday peak-hour vehicle trips on the subject subdivision. Conformity with this condition is discussed below.

<b>Trip Generation Summary, DSP-17050, Iglesia Roca de la Eternidad</b>									
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour			Sunday
			In	Out	Tot	In	Out	Tot	Tot
Existing and Proposed Church Facilities	23,280	square feet	7	5	12	6	7	13	280
<b>Total Site Trips</b>			<b>7</b>	<b>5</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>13</b>	<b>280</b>
<b>Trip Cap</b>					<b>12</b>			<b>13</b>	<b>280</b>

It is therefore determined that the proposal meets the trip cap.

Access and circulation are acceptable as shown. Access onto 69<sup>th</sup> Avenue is proposed, and this is acceptable. The staff has determined since the Planning Board hearing that 69<sup>th</sup> Avenue is a municipal street within the Town of Landover Hills. The County has no jurisdiction over the street, and the Town must reasonably determine any pavement markings, signage, and overall operations along the street.

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, we believe that dedication must be 62 feet from the base line to provide the minimum 110 feet required by the sector plan. The plan shows this acceptably as dedication, as required by Condition 16(a) of the PPS.


***Conclusion***


As noted above, no traffic-related (or adequacy-related) findings are associated with detailed site plan review. In summary, the Transportation Planning Section determines that the site plan is acceptable.

May 5, 2018

**MEMORANDUM**

**TO:** Andrew Bishop, Urban Design Section

**VIA:** Sherri Conner, Acting Subdivision Supervisor, Subdivision and Zoning Section 

**FROM:** Cheryl Bressler, Subdivision and Zoning Section 

**SUBJECT:** DSP-17050 Iglesia Roca de la Eternidad (Revised)

The subject property is located on Tax Map 51 in Grid C-2. The site is known as Lot 11, Block A in the Grayling subdivision recorded in Plat Book WWW 75-96 and tax Parcels 83 and 84 recorded in Liber 34467 at folio 457 and Liber 34993 at folio 520, respectively. The property is zoned One-Family Detached Residential (R-55) within a Development District Overlay (D-D-O) and consists of 6.47 acres.

The property is subject to Preliminary Plan of Subdivision (PPS) 4-17001 for Iglesia Roca de la Eternidad. The PPS was approved, and the resolution was adopted by the Prince George’s County Planning Board on January 4, 2018 (PGCPB No. 17-156) for one parcel for institutional development. The resolution contains 16 conditions and the following conditions in bold relate to the review of this application:

- 2. **Development of this site shall be in conformance with Stormwater Management Concept Plan 24494-2016-00 and any subsequent revisions.**

Note 10 in the General Notes reflects the Stormwater Management Plan number but should be revised from SMW to SWM.

- 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.**
- 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.**



Conformance to Conditions 6 and 8 should be reviewed and determined by the Urban Design Section.

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.**

Conformance to Condition 7 should be reviewed and determined by the Transportation Planning Section.

**Site Plan Comments:**

- I. Revise the site plan as follows:
  - a. Correct the spelling of tract in General Note 6.
  - b. Correct SMW to SWM in General Note 10.
  - c. Correct the word "of" to "or" in General Note 21.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals on the subject property and Subtitle 24. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat or permits will be placed on hold until the plans are corrected. There are no other subdivision issues at this time.




**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Prince George's County Planning Department  
Countywide Planning Division, Transportation Planning Section

(301) 952-3680  
www.mncppc.org

April 18, 2019

**MEMORANDUM**

TO: Andrew Bishop, Development Review Division  
FROM:  Fred Shaffer, Transportation Planning Section, Countywide Planning Division  
SUBJECT: Detailed Site Plan Review for Master Plan Trail Compliance

The following detailed site plan was reviewed for conformance with the *Approved Countywide Master Plan of Transportation* and/or the appropriate area Master Plan in order to provide the appropriate recommendations.

Detailed Site Plan Number: DSP-17050

Name: Iglesia Roca De La Eternidad

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u>      </u>	Public Use Trail Easement	<u>      </u>
PG Co. R.O.W.*	<u>  X  </u>	Nature Trails	<u>      </u>
SHA R.O.W.*	<u>  X  </u>	M-NCPPC – Parks	<u>      </u>
HOA	<u>      </u>	Bicycle Parking	<u>  X  </u>
Sidewalks	<u>  X  </u>	Trail Access	<u>      </u>

\*If a Master Plan Trail is within a city, county, or state right-of-way, an additional two - four feet of dedication may be required to accommodate construction of the trail.

The Transportation Planning Section has reviewed the preliminary plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements. Staff recommendations based on current or proposed conditions are also included in this memo.

The subject application is located on the south side of MD 450 (Annapolis Road) just to the west of 69<sup>th</sup> Avenue. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the *Approved 2010 Central Annapolis Road Sector Plan and Sectional Map Amendment* (area master plan). The subject application proposes a new multipurpose sanctuary and parking lot. The site is already partially developed with an existing structure that is to remain. Due to the site's location with the Annapolis Road Corridor, it was subject to the requirements of Section 24-124.01 and the Transportation Review Guidelines – Part 2 at the time of Preliminary Plan.

## Review Comments (Master Plan Compliance and Prior Approvals)

One master plan trail issue impacts the subject property with MD 450 being designated as trail/bikeway corridor in the MPOT, and the area master 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 (MPOT, page 20).

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 ADA requirements and county standards and specifications. A sidewalk also exists along the site's frontage of 69<sup>th</sup> 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 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 DDOZ 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.

**Comment:** 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.

**Comment:** 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.

**Comment:** 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.

**Comment:** A direct pedestrian connection is provided from the sidewalk along MD 450 to the proposed sanctuary. 69<sup>th</sup> Avenue provides secondary pedestrian access to the buildings on-site. The existing sidewalk along the site's frontage of 69<sup>th</sup> Avenue is 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.

**Comment:** A small amount of bicycle parking is recommended at a location convenient to the entrance to the multipurpose sanctuary.

#### **Proposed On-Site Bicycle and Pedestrian Improvements:**

The subject application is a partially developed site within an established community. Sidewalks exist along the site's frontages of MD 450 and 69<sup>th</sup> Place, 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 are adequate to provide access from the site to the surrounding community.

#### **Prior conditions of approval:**

The previously approved Preliminary Plan 4-17001 (PGCPB No. 17-156) included a number of conditions of approval related to on- and off-site improvements:

- 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.

**Comment:** Sidewalks are shown on the site plan as previously approved.

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.

**Comment:** The site plan should be revised to show the location and type of bicycle parking.

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.

**Comment/Major Issue:** The site was subject to Section 24-124.01 at the time of Preliminary Plan. Off-site sidewalk construction was required along MD 450. The BPIS exhibit for the required off-site sidewalk improvement needs to be submitted per Condition 7b of the Preliminary Plan.

**Recommendations:**

1. In conformance with the Adopted Countywide Master Plan of Transportation, the Approved Central Annapolis Road Sector Plan and Sectional Map Amendment, and Preliminary Plan 4-17001, prior to certification of the DSP, the plans shall be revised to include the following:
  - a. 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.
  - b. Provide an exhibit that illustrates the location and limits of the on- and off-site sidewalk along MD 450 per Condition 17 of 4-17001. 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).

April 27, 2018

**MEMORANDUM**

TO: Andrew Bishop, Senior Planner, Urban Design Section  
FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section  
SUBJECT: DSP-17050 – Igelsia Roca De La Eternidad

1. Is the site plan submitted in accordance with the Subdivision Regulations? Refer to the Subdivision Review Section.
2. Environmental Planning – A Tree Conservation Plan or Exemption Letter must be approved with this plan.
3. Provide dimensions and setbacks for all existing and proposed structures on the plan, pursuant to Section 27-282(e)(14) of the Zoning Ordinance.
4. What are the specific uses of the multi-purpose room? Provide the amount of square footage each use occupies on the lot. Make sure parking table accurately and clearly reflects the new uses and the old use requirements.
5. Provide one parking and loading space of 33 x 12 feet in size (27-578). Churches with a gross floor area over 10,000 square feet need a loading space for every 100,000 square feet of Gross Floor Area, pursuant to Section 27-582(a). Loading spaces and access ways must be located a minimum of fifty (50) feet from adjoining lots (27-579(b)). Loading space will also require a 22-foot driveway access to the street (27-581).
6. Clearly identify the van accessible handicap spots as such.
7. Provide a parking table for the breakdown of parking space types.
8. There is no sign package with this submission. If planning to add a sign, provide the necessary information for a sign package pursuant to Section 27-596, 27-613, 27-614 and 27-617 of the Zoning Ordinance. Also, show location of any existing signage.
9. Provide lot coverage percentage, pursuant to Section 27-442(c) building cannot exceed 60 percent.

10. One of the new proposed spaces appears to be located in what is technically the street, developed or not, and should be relocated.
11. Some of the paving behind the existing church appears to be missing from the plan, add it to the site plan.
12. Provide Landscape Schedule 4.7 and demonstrate compliance with Section 4.7 of the Landscape Manual.





**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**

Countywide Planning Division  
 Environmental Planning Section  
 301-952-3650

14741 Governor Oden Bowie Drive  
 Upper Marlboro, Maryland 20772  
 TTY: (301) 952-4366  
 www.mncppc.org/pgco

May 22, 2018

MEMORANDUM

**TO:** Andrew Bishop, Senior Planner, Subdivision and Zoning Review Section

**VIA:** Katina Shoulars, Supervisor, Environmental Planning Section

**FROM:** Marc Juba, Senior Planner, Environmental Planning Section

**SUBJECT:** **Iglesia Roca de la Eternidad, DSP-17050 and TCP2-001-08-01**

The Environmental Planning Section (EPS) has reviewed the Detailed Site Plan, DSP-17050, and Type 2 Tree Conservation Plan (TCP2) TCP2-001-08-01, received by the Environmental Planning Section on March 28, 2018. The Environmental Planning Section recommends approval of DSP-17050 and TCP2-001-08-01 subject to the following recommended findings and conditions at the end of this memorandum.

Background

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
NRI-027-2016	N/A	Staff	Approved	2/25/16	
NRI-027-2016	N/A	Staff	Approved	8/3/2017	
4-17001	TCP1-006-17	Planning Board	Approved	12/7/2017	17-156

Grandfathering

The project is subject to the environmental requirements of Subtitle 25 (2010 Woodland and Wildlife Habitat Conservation Ordinance) and Subtitle 27 (Zoning Ordinance) that came into effect on September 1, 2010 because the application is associated with a preliminary plan and TCP1 approved after September 2010.

### **Proposed Activity**

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

### **Site Description**

The site is located on the southwestern corner of the intersection of Annapolis Road (MD Route 450) and 68<sup>th</sup> Avenue. The gross area is 6.47 acres. The site contains 3.57 of woodlands, areas of steep slopes, 100-year floodplain, wetlands, streams, associated buffers, and primary management area (PMA). 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 US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Christiana-Downer complex (15-25% slopes), Christiana-Downer complex (25-40% slopes), Christiana-Downer-Urban land complex (5-15% slopes), and Russett-Christian-Urban land complex (0-5% slopes). Soils containing Marlboro clay are not known to occur onsite. This site is not within a sensitive species protection review area based on a review of the SSPRA GIS layer prepared by the Heritage and Wildlife Service, Maryland Department of Natural Resources, No Forest Interior Dwelling Species (FIDS) habitat is located onsite and the site does not front a historic or scenic road. According to the 2017 Countywide Green Infrastructure Plan, the site contains regulated and evaluation areas only. This site is not within an Aviation Policy Area associated with an Airport.

### **Review of Approved Conditions of Preliminary Plan 4-17001**

The following text addresses previously approved environmental conditions related to the subject application that are still outstanding. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

Preliminary Plan of Subdivision 4-17001 was approved by the Planning Board on December 7, 2017. The conditions of approval can be found in PGCPB No. 17-156.

#### **2. Development of this site shall be in conformance with Stormwater Management Concept Plan 24494-2016-00 and any subsequent revisions.**

The DSP and TCP2 are in general conformance with this condition. The Stormwater Management Concept Plan is discussed in the Stormwater Management section of this memorandum.

### **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 Resource Inventory**

A signed NRI (NRI-027-2016-01), which included a detailed forest stand delineation (FSD), was submitted with the application. The information is correctly reflected on the associated plans

### **Woodland Conservation**

This site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance and a Type 2 Tree Conservation Plan (TCP2-001-08-01) was submitted with the current application.

The site is zoned R-55, and has a woodland conservation threshold of 20 percent or 1.24 acres. According to the worksheet, the cumulative woodland conservation requirement based on the total proposed clearing of 0.11 acres for this project, is 1.27 acres. The TCP2 proposes to meet this requirement with 3.37 acres of on-site preservation of off-site woodland conservation credits.

The woodland conservation worksheet indicates that 0.03 acres of previously dedicated land exist onsite; 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 TCP2 plan or removed from the worksheet.

The location of the limits of disturbance (LOD) is not entirely consistent with the clearing and preservation shown on the western side of the proposed parking lot. Revise the Woodland Preservation Area to be consistent with the LOD. Areas shown as woodland preservation within the LOD must be revised to clearing on the plan and worksheet.

The site information table states that the 0.02 acres of woodlands are proposed to be cleared while the woodland conservation worksheet indicates that 0.11 acres of woodlands. The acreage of woodlands proposed to be cleared must be consistently shown on the plan.

Silt fence alone is not considered adequate for protecting woodland preservation areas on a TCP2. A suitable detail from the Environmental Technical Manual for "Combination silt fence and tree protection fencing" must be specified on the TCP2.

A Property Owners Awareness Certificate has been added to sheet one only of the TCP2; however, the required information is absent from the certificate and the certificate must be on each sheet of the TCP2. The certificates must be signed prior to certification of this detailed site plan and signature approval of the TCP2.

The plans have been signed and dated by a professional engineer; however, a professional engineering qualification is not considered adequate for signature of a TCP2. A qualified professional must sign and date each sheet of the plan per the ETM in accordance with Subtitle 25-118(b)(62) of the Prince George's County Code.

The NRI indicates that 63% of Forest Stand "A" is covered in invasive vegetative species such as English Ivy (*Hedera helix*), Wisteria (*Wisteria sp.*), and Euonymous (*Euonymous sp.*). The standard TCP2 notes pertaining to on-site invasive species management must be included on the TCP2 plan. An invasive species management plan prepared by a qualified professional must also be submitted prior to certification of the detailed site plan and signature approval of the TCP2.

The TCP2 plan must be revised to be at the same scale as the Detailed Site Plan. Revise the TCP2 to have a cover sheet with a match line and two subsequent sheets at the same scale as those of the Detailed Site Plan.

After all revisions have been made, have the qualified professional who prepared the TCP2 sign and date it and update the revision box with a summary of the revisions made.

**Recommended Condition:** Prior to certification of the detailed site plan, the Type 2 Tree Conservation Plan shall be revised as follows:

- a. Identify the location of the previously dedicated land that is credited on the woodland conservation worksheet.
- b. Revise the TCP2 plan by removing all woodland preservation from within the limits of disturbance, and adjust the woodland conservation worksheet accordingly.
- c. Revise the TCP2 plan so all references to woodland clearing is consistent on the plan.
- d. Revise the TCP2 by specifying a suitable detail from the Environmental Technical Manual for "Combination silt fence and tree protection fencing".
- e. Complete the Property Owners Awareness Certificate on each sheet of the TCP2.
- f. Add the standard TCP2 notes pertaining to on-site invasive species management to the TCP2 plan. Submit an invasive species management plan prepared by a qualified professional and place it on the TCP2 plan.
- g. Revise the TCP2 plan layout to be at the same scale as the Detailed Site Plan with a coversheet.
- h. Have the qualified professional who prepared the TCP1 sign and date it and update the revision box with a summary of the revisions made.

**Recommended Condition:** Prior to the signature of the TCP2, the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of law, and submitted for recordation to the Office of Land Records. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

"Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George's County Land Records at Liber \_\_\_\_ Folio \_\_\_\_\_. Revisions to this TCP2 may require a revision to the recorded easement."

**Recommended Condition:** Prior to the issuance of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the liber and folio of the recorded woodland conservation easement shall be added to the TCP2.

### **Preservation of Regulated Environmental Features/Primary Management Area**

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5)."

A statement of justification was submitted and reviewed as part of Preliminary Plan of Subdivision, 4-17001. Since no new impacts are being proposed with the current application, no new statement of justification is needed.

**Recommended Finding:** Based on the information submitted, the application adequately demonstrates the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible.

### **Soils**

The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Christiana-Downer complex (15-25% slopes), Christiana-Downer complex (25-40% slopes), Christiana-Downer-Urban land complex (5-15% slopes), and Russett-Christian-Urban land complex (0-5% slopes). According to available information, soils containing Christiana complexes are found on this property. Soils containing Marlboro clay are not known to occur onsite.

This information is provided for the applicant's benefit. No further action is needed as it relates to this Conceptual Site Plan. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit process review.

### **Stormwater Management**

The site has an approved stormwater management concept letter and plan (24494-2016-00) that expires on September 6, 2019. The approval is in conformance with the current code. A fee payment of \$8,804.50 is required in lieu of providing on-site attenuation/quality control measures. One bio-retention and one submerged gravel wetland are proposed on-site. One outfall structure is proposed within the PMA to convey stormwater off-site into the natural drainage course system. The stormwater management concept plan is consistent with the TCP2. No further information is required regarding stormwater management at this time.

### **Summary of Recommended Findings and Conditions**

The Environmental Planning Section recommends approval of DSP-17050 and TCP2-001-08-01 subject to the following findings and conditions:

#### **Recommended Findings**

1. Based on the level of design information currently available and the recommended conditions, 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 tree conservation plan submitted for review and associated approved stormwater management concept plan.

#### **Recommended Conditions**

1. Prior to certification of the detailed site plan, the Type 2 Tree Conservation Plan shall be revised as follows:
  - a. Identify the location of the previously dedicated land that is credited on the woodland conservation worksheet.
  - b. Revise the TCP2 plan by removing all woodland preservation from within the limits of disturbance, and adjust the woodland conservation worksheet accordingly.
  - c. Revise the TCP2 plan so all references to woodland clearing is consistent on the plan.
  - d. Revise the TCP2 by specifying a suitable detail from the Environmental Technical Manual for "Combination silt fence and tree protection fencing".
  - e. Complete the Property Owners Awareness Certificate on each sheet of the TCP2.
  - f. Add the standard TCP2 notes pertaining to on-site invasive species management to the TCP2 plan. Submit an invasive species management plan prepared by a qualified professional and place it on the TCP2 plan.
  - g. Revise the TCP2 plan layout to be at the same scale as the Detailed Site Plan with a coversheet.
  - h. Have the qualified professional who prepared the TCP1 sign and date it and update the revision box with a summary of the revisions made.
2. Prior to the signature of the TCP2, the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of law, and submitted for recordation to the Office of Land Records. The following note shall be added to the standard Type 2 Tree Conservation Plan notes on the plan as follows:

“Woodlands preserved, planted, or regenerated in fulfillment of on-site woodland conservation requirements have been placed in a Woodland and Wildlife Habitat Conservation Easement recorded in the Prince George’s County Land Records at Liber \_\_\_\_\_ Folio \_\_\_\_\_. Revisions to this TCP2 may require a revision to the recorded easement.”

3. Prior to the issuance of the first grading permit, copies of the recorded easement documents with the liber and folio shall be provided to the Environmental Planning Section, and the liber and folio of the recorded woodland conservation easement shall be added to the TCP2.

If you have any questions concerning these comments, please contact me at 301-883-3239 or by e-mail at [marc.juba@ppd.mncppc.org](mailto:marc.juba@ppd.mncppc.org).

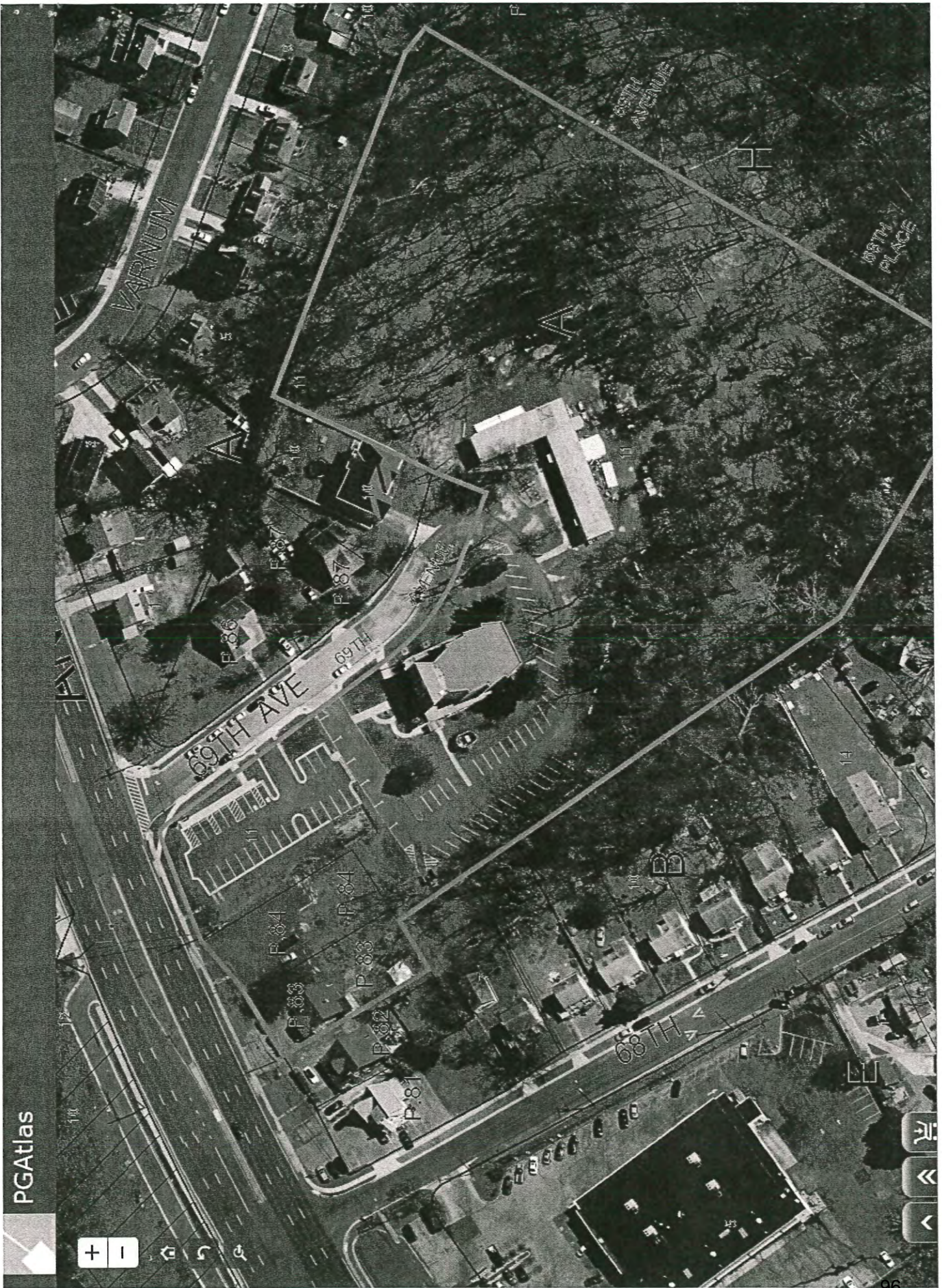
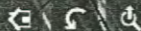
MJ: ks

## **Bishop, Andrew**

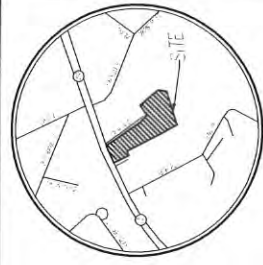
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**From:** Madagu, Jonathan <Jonathan.Madagu@wsscwater.com>  
**Sent:** Tuesday, April 17, 2018 2:56 PM  
**To:** Bishop, Andrew  
**Subject:** DSP-17050  
**Attachments:** A001 - DSP-17050 - Igelsia Roca de la Eternidad.pdf

Please see the attached pdf file.

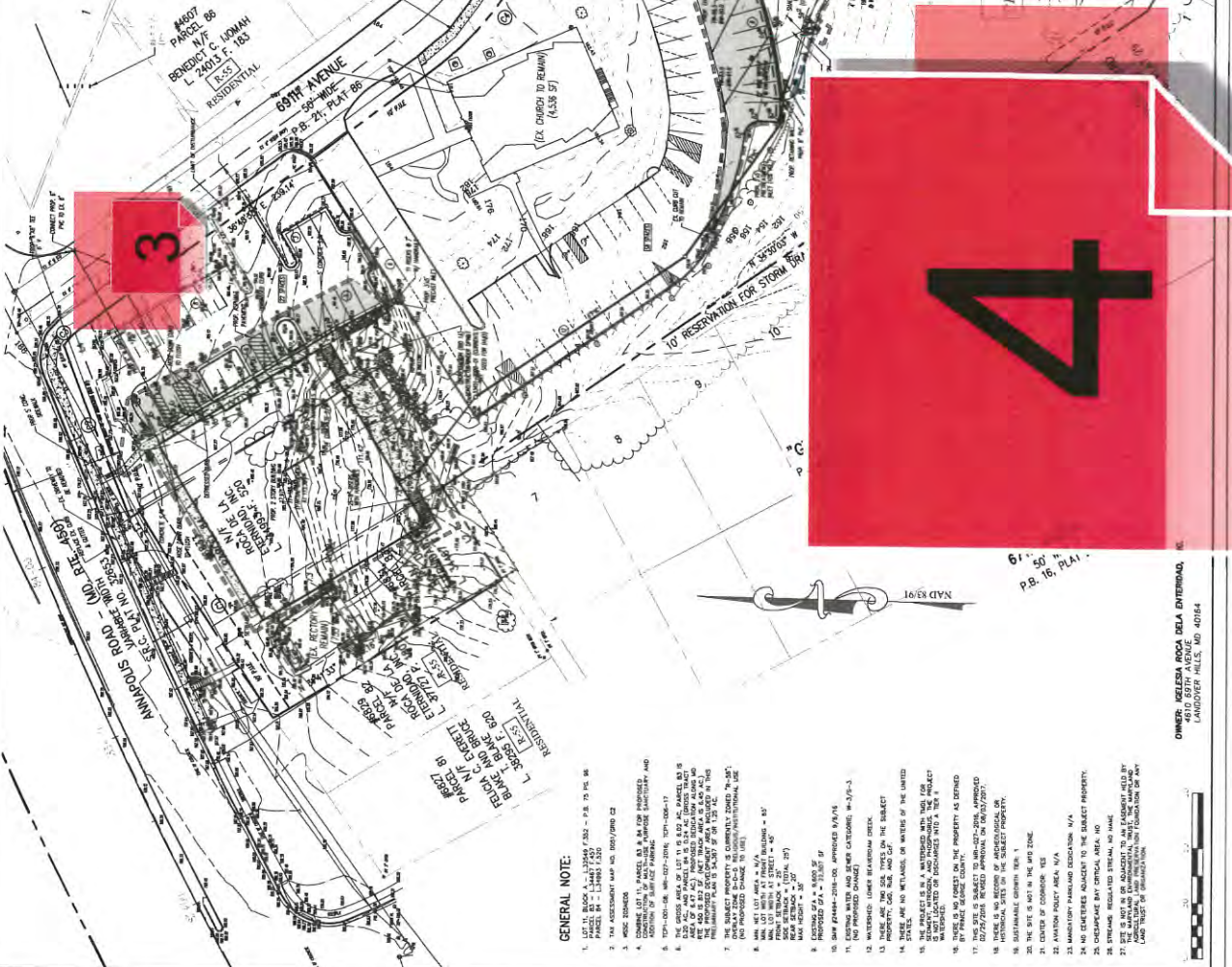






NO.	DATE	DESCRIPTION
1	12/17/17	ISSUED FOR PERMIT
2	12/17/17	ISSUED FOR PERMIT
3	12/17/17	ISSUED FOR PERMIT
4	12/17/17	ISSUED FOR PERMIT
5	12/17/17	ISSUED FOR PERMIT
6	12/17/17	ISSUED FOR PERMIT
7	12/17/17	ISSUED FOR PERMIT
8	12/17/17	ISSUED FOR PERMIT
9	12/17/17	ISSUED FOR PERMIT
10	12/17/17	ISSUED FOR PERMIT

**PARKING**
  
 CHURCH AS SHOWN PLACE OF WORSHIP
   
 MINIMUM 20 SPACES IN PARKING AREA
   
 1. 10' x 20' SPACES
   
 2. 10' x 20' SPACES
   
 3. 10' x 20' SPACES
   
 4. 10' x 20' SPACES
   
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 20. 10' x 20' SPACES



**GENERAL NOTE:**
  
 1. LOT 11, BLOCK 1, LOTS 949-952 - P.B. 75, PL. 86
   
 2. TAX ASSESSMENT MAP NO. 1001/090 C2
   
 3. CONVEYANCE TO THE SUBJECT PROPERTY BY DEED DATED 03/11/10, REC'D 03/11/10, INSTRUMENT NO. 1001/090 C2
   
 4. CONVEYANCE TO THE SUBJECT PROPERTY BY DEED DATED 03/11/10, REC'D 03/11/10, INSTRUMENT NO. 1001/090 C2
   
 5. 10' x 20' SPACES
   
 6. THE SUBJECT PROPERTY IS ZONED R-300, APPLICABLE 9/1/16
   
 7. THE SUBJECT PROPERTY IS CURRENTLY ZONED R-300, APPLICABLE 9/1/16
   
 8. THE SUBJECT PROPERTY IS CURRENTLY ZONED R-300, APPLICABLE 9/1/16
   
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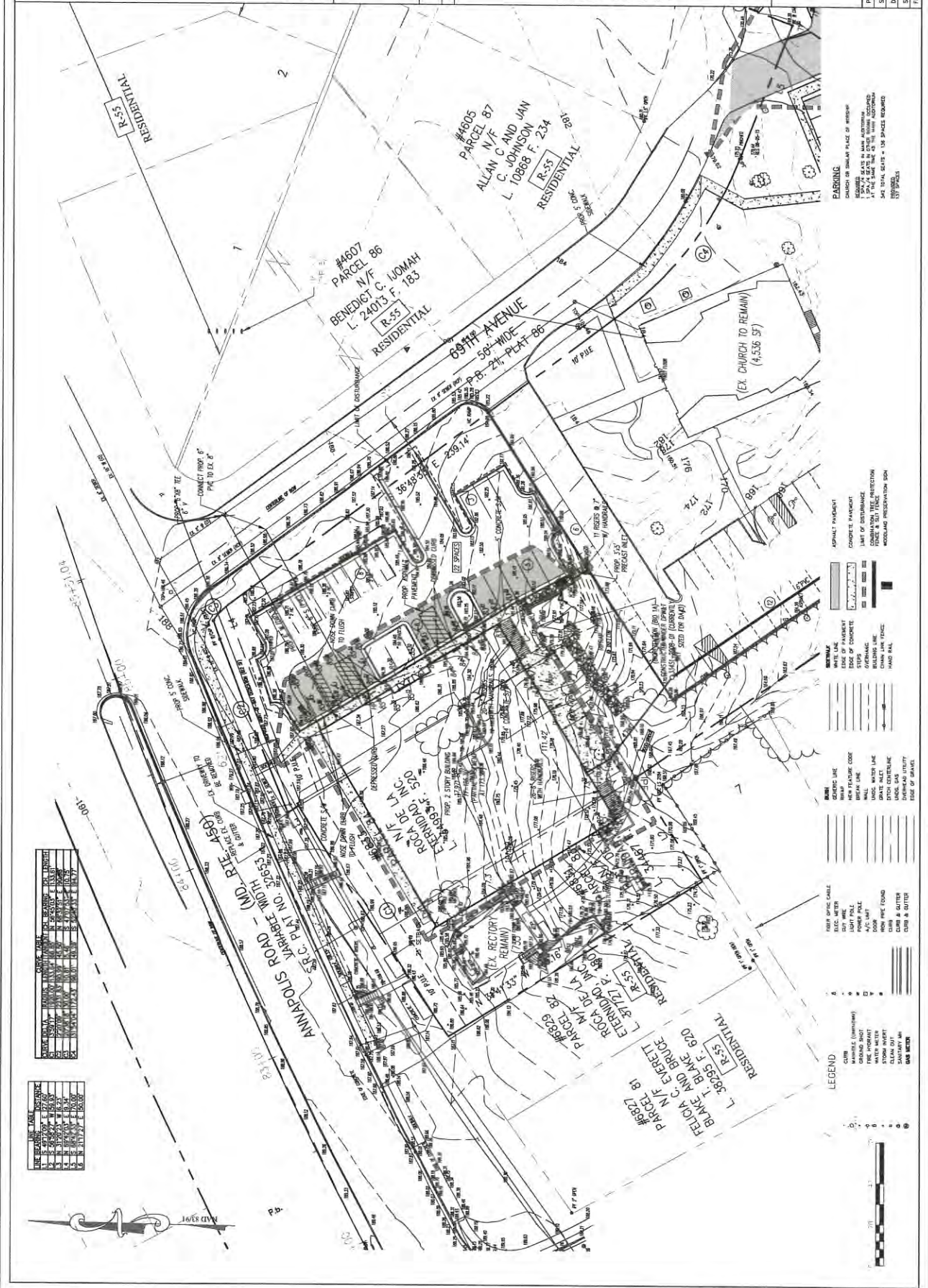
OWNER: ICLESIA ROCA DE LA ETERNIDAD,
   
 4610 69TH AVENUE,
   
 LANDOVER HILLS, MD 41064

205 N. Frederick Ave., Suite 100  
 Gaithersburg, Maryland 20877  
 Tel: (301) 963-1133  
 Fax: (301) 963-6306  
 www.jb-a-inc.net

**J.B.A.**  
 Johnson • Bernat • Associates, Inc.  
 Engineering • Surveying • Planning

**IGLESIA ROCA**  
 DETAILED SITE PLAN (NORTH ENLARGEMENT)  
 4610 69TH AVENUE  
 HYATTSVILLE  
 PRINCE GEORGE COUNTY, MARYLAND

PLAN NO.: 1-207  
 SCALE: 1/8"=1'-0"  
 DATE: 11/6/07  
 SHEET 2 OF 3  
 FILE NO: 14-0318



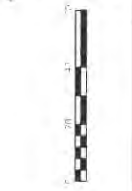
LINE LABEL	DESCRIPTION
1	CONCRETE
2	ASPHALT
3	GRAVEL
4	BRICK
5	WOOD
6	GLASS
7	STEEL
8	ROOF
9	LANDSCAPE
10	TOPOGRAPHY
11	BOUNDARY
12	EASEMENT
13	UTILITY
14	WATER
15	SEWER
16	GAS
17	STORM
18	ROAD
19	RAILROAD
20	OBSTACLE
21	PROPOSED
22	EXISTING

LINE LABEL	DESCRIPTION
23	ASPHALT PAVEMENT
24	CONCRETE PAVEMENT
25	GRAVEL
26	BRICK
27	WOOD
28	GLASS
29	STEEL
30	ROOF
31	LANDSCAPE
32	TOPOGRAPHY
33	BOUNDARY
34	EASEMENT
35	UTILITY
36	WATER
37	SEWER
38	GAS
39	STORM
40	ROAD
41	RAILROAD
42	OBSTACLE
43	PROPOSED
44	EXISTING

**PARKING**  
 CHURCH OR SIMILAR PLACE OF WORSHIP  
 REQUIRED: 1 SPACE PER 100 SQ. FT. OF FLOOR AREA  
 1. 20% OF TOTAL SPACES TO BE DISABLED ACCORDING TO ADA  
 2. 5% OF TOTAL SPACES TO BE VAN SPACES  
 3. 5% OF TOTAL SPACES TO BE BUS SPACES  
 4. 5% OF TOTAL SPACES TO BE TRUCK SPACES  
 5. 5% OF TOTAL SPACES TO BE MOTORCYCLE SPACES

**ASPHALT PAVEMENT**  
 CONCRETE PAVEMENT  
 GRAVEL  
 BRICK  
 WOOD  
 GLASS  
 STEEL  
 ROOF  
 LANDSCAPE  
 TOPOGRAPHY  
 BOUNDARY  
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 PROPOSED  
 EXISTING

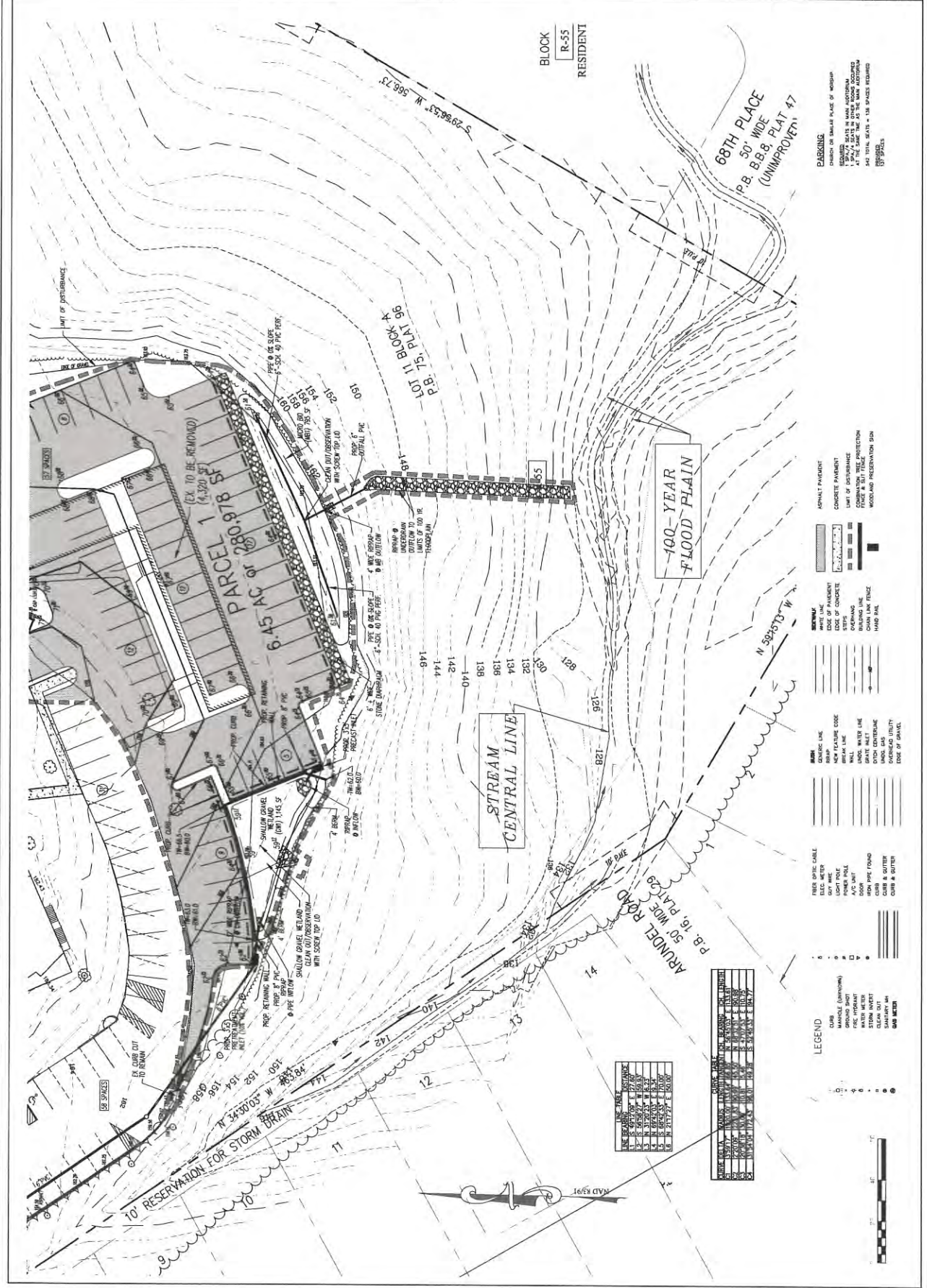
**LEGEND**  
 1. 20% OF TOTAL SPACES TO BE DISABLED ACCORDING TO ADA  
 2. 5% OF TOTAL SPACES TO BE VAN SPACES  
 3. 5% OF TOTAL SPACES TO BE BUS SPACES  
 4. 5% OF TOTAL SPACES TO BE TRUCK SPACES  
 5. 5% OF TOTAL SPACES TO BE MOTORCYCLE SPACES



IGLESIA ROCA  
 610 99TH AVENUE  
 HYATTSVILLE  
 PRINCE GEORGE COUNTY, MARYLAND  
 DETAILED SITE PLAN (SOUTH ENLARGEMENT)

J.B.A.  
 Johnson • Bernat • Associates, Inc.  
 Engineering - Surveying - Planning

205 N. Frederick Ave., Suite 100  
 Gaithersburg, Maryland 20877  
 Tel. (301) 963-1133  
 Fax: (301) 963-6306  
 www.jba-inc.net



**PARKING:**  
 1. 50' WIDE  
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**100-YEAR FLOOD PLAIN**  
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**STREAM CENTRAL LINE**  
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NO.	DESCRIPTION	DATE
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1 - 1 - WSSC Plan Review Comments

Created by: Mary Mapes  
On: Friday, April 13, 2018 10:52:36 AM

WSSC Plan Review Comments  
DSP-17050 - Iglesia Roca de la Enternidad

----- 0 Replies -----

2 - 2 - WSSC Standard Comments for all Plans

Created by: Mary Mapes  
On: Friday, April 13, 2018 10:53:47 AM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.

2. Coordination with other buried utilities:

- a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
  - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
  - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
  - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSCs pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
  - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
  - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
  - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSCs Development Services Center at (301-206-8650) or visit our website at [www.wsscwater.com/DevelopmentServices](http://www.wsscwater.com/DevelopmentServices) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services at (301) 206-4003.

----- 0 Replies -----

### 3 - Water and Sewer Review

Created by: Jonathan Madagu  
On: Tuesday, April 17, 2018 2:12:13 PM

- 1). Low Domestic pressure is less than 40psi. Water Booster pump required for first floor above elevation 174 feet.
- 2). Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.
- 3).Hydraulic Planning Analysis may be requested from WSSC for pre-review of a proposed onsite system to address adequate flow and/or capacity concerns.
- 4).An 8-inch water main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.
- 5). An 8-inch gravity sewer main is available to serve the proposed site. Contact the Permit Services Unit at (301) 206-8650 for details regarding applying for service connections or visit our website.

----- 0 Replies -----

### 4 - DESIGN REVIEW

Created by: Jonathan Madagu  
On: Tuesday, April 17, 2018 2:35:49 PM

- 1). Add the proposed pipeline alignment(s) with water house connection(s) to the plan. Additionally, if easements are required, their limits and locations must be shown. See WSSC Design Manual C-2.1
- 2). A large diameter pipeline is located within or adjacent to this property. Contact the WSSC Permit Services Unit at (301) 206-4003 to determine if a right-of-way connection can be made to serve your site.
- 3). WSSC Design requires On-Site service pipe(s) to maintain a minimum 20-foot clearance from possible contaminated areas such as: streams, seepage pits, drain fields, septic tank/systems and other sources. When on-site pipes need to cross these areas, the water and/or sewer pipelines must be placed in a sleeve extending at least 20 feet beyond the limits of contamination in each direction. See WSSC Design Manual C-24.1
- 4). Existing mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
- 5). Show easement limits on plan for all existing and proposed water mains.
- 6). Water pipelines larger than 12-inch, including PCCP mains, must have a minimum of 25 feet horizontal separation from any building or dwelling. The building must also be outside the WSSC existing or proposed right-of-way.
- 7). A single service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

- 8). WSSCs minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20-feet. When both water and sewer (normal diameter and depth) are installed in the same easement, the minimum width is 30-feet. Installation of deep or large water/sewer will require additional easement width.
- 9). The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15-feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40-feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.
- 10). Balconies or other building appurtenances must not encroach within WSSC easements. Water/Sewer pipeline alignment should maintain a minimum 5-foot horizontal clearance from storm-drain pipeline/structures and other utilities. Review of plan submitted does not meet these requirements.
- 11). A Phase-1 Environmental Site Assessment report may be required for the proposed site.
- 12). Wetlands permit will be required for any construction within wetland areas. See WSSC Design Manual C-23.1
- 13). Any grading, change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Unit at (301) 206-8672 for review procedures and fee requirements. See WSSC Design Manual, C-5.1 and Part Three, Section 11.

----- 0 Replies -----

# THE PRINCE GEORGE'S COUNTY GOVERNMENT



## Department of Permitting, Inspections and Enforcement

### Site/Road Plan Review Division

9400 Peppercorn Place, Suite 420

Largo, Maryland 20774

(301) 883-5710



## STORMWATER MANAGEMENT CONCEPT APPROVAL

CASE NAME: GRAYLING,\_LOT 11 BLOCK A

CASE #: 24494-2016-00

APPLICANT'S NAME: IGLESIA ROCA DE LA E'

ENGINEER : JOHNSON BERNAT ASSOCIATES

### REQUIREMENTS:

**Technical Review is required for PUBLIC/PRIVATE Storm Drain/SWM Construction.**

Type of Storm Drainage/SWM Construction is PRIVATE.

These additional approvals are required: STATE HIGHWAY ADMINISTRATION.

These fees apply: REVIEW, FEE-IN-LIEU.

These bonds apply: None.

Required water quality controls: INFILTRATION, SEE CONDITION 1.

Required water quantity controls: None.

No maintenance agreement is required.

No special conditions apply.

Required easements: FLOOD PLAIN.

**Storm Water Management fee payment of \$8,804.50 in lieu of providing on-site attenuation/quality control measures.  
(Fee-In-Lieu subject to change during technical review. )**

### CONDITIONS OF APPROVAL:

1. WATER QUALITY CONTROL REQUIREMENTS: SUBMERGED GRAVEL WETLAND.
  2. EXISTING HOUSE TO BE RAZED.
  3. SHA APPROVAL REQUIRED.
  4. THIS PROJECT WILL REQUIRE A SITE DEVELOPMENT FINE GRADING PERMIT.
  5. THE DEVELOPMENT INCLUDES REMOVAL OF PONE STORY FRAMED BUILDING AND EXISTING ONE STORY SINGLE FAMILY DWELLING UNIT. PROPOSED DEVELOPMENT INCLUDES 11,185 SF BUILDING, PARKING LOT. ESD TO THE MEP IS ADVICES THROUGH SUBMERGED GRAVEL WETLAND AND MICRO-BIORETENTION. SUBMERGED GRAVEL WETLAND WILL ALSO TREAT IMPERVIOUS FROM NEW BUILDING.
- REVIEWED BY SB.

CASE NAME:

GRAYLING\_LOT 11 BLOCK A

CASE #: 24494-2016-00

APPROVED BY:



Rey De Guzman

APPROVAL DATE: September 6, 2016

EXPIRATION DATE: September 6, 2019

CC: APPLICANT, SCD, PERMITS

P.G.C. FORM #3693 (REV 04/93)

**FOR OFFICE USE ONLY**

ADC MAP: 5410 G-9      200' SHEET: 205NE06

STREET NAME: 69TH AVE

WATERSHED: 14-Northeast Branch (An:

NUMBER OF DU'S: 0      COST PER DWELLING: 0



EXHIBIT'S LIST

6/14/18 PGCPB REGULAR MEETING

ITEM 6 DSP-17050 IGLESIA ROCA DE LA ETERNIDAD

Applicant's Exhibit No. 1:

Applicant's Revised Conditions (1 page)

ORIGINALS TO: DRD 6/14/18

**DETAILED SITE PLAN NO. DSP-17050**

**IGLESIA ROCA DE LA ENTERNIDAD**

**APPLICANT'S REVISED CONDITIONS**

**Recommendation (page 19)**

A. APPROVAL of the alternative development district standards for:

3. Standard VI.D.2.a.: To allow for landscaping in lieu of the required wall, to screen the parking compound facing MD 450 (Annapolis Road).

B. DISAPPROVAL of the alternative development district standard for:

- ~~2. Standard VI.D.2.a.: To allow for landscaping in lieu of the required wall, to screen the parking compound facing MD 450 (Annapolis Road).~~

**Recommendation (page 21)**

C. APPROVAL of Detailed Site Plan DSP-17050 and Type 2 Tree Conservation Plan TCP2-001-08-01 for Iglesia Roca de le Eternidad, subject to the following conditions:

1. Prior to certification of the detailed site plan (DSP), the plans shall be revised, as follows:
- p. Revise the landscape plan to eliminate two parking spaces and provide ~~a wall and landscaping~~ three- to four-foot-high evergreen shrubs and two shade trees along MD 450 (Annapolis Road) to screen the parking lot, in accordance with the approved development district standards.

REC'D BY PGCPB ON 6.14.18  
ITEM # 6 CASE # DSP-17050  
EXHIBIT # App'l Ex No. 1