

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



Note: Staff reports can be accessed at <http://mncppc.igm2.com/Citizens/Default.aspx>.

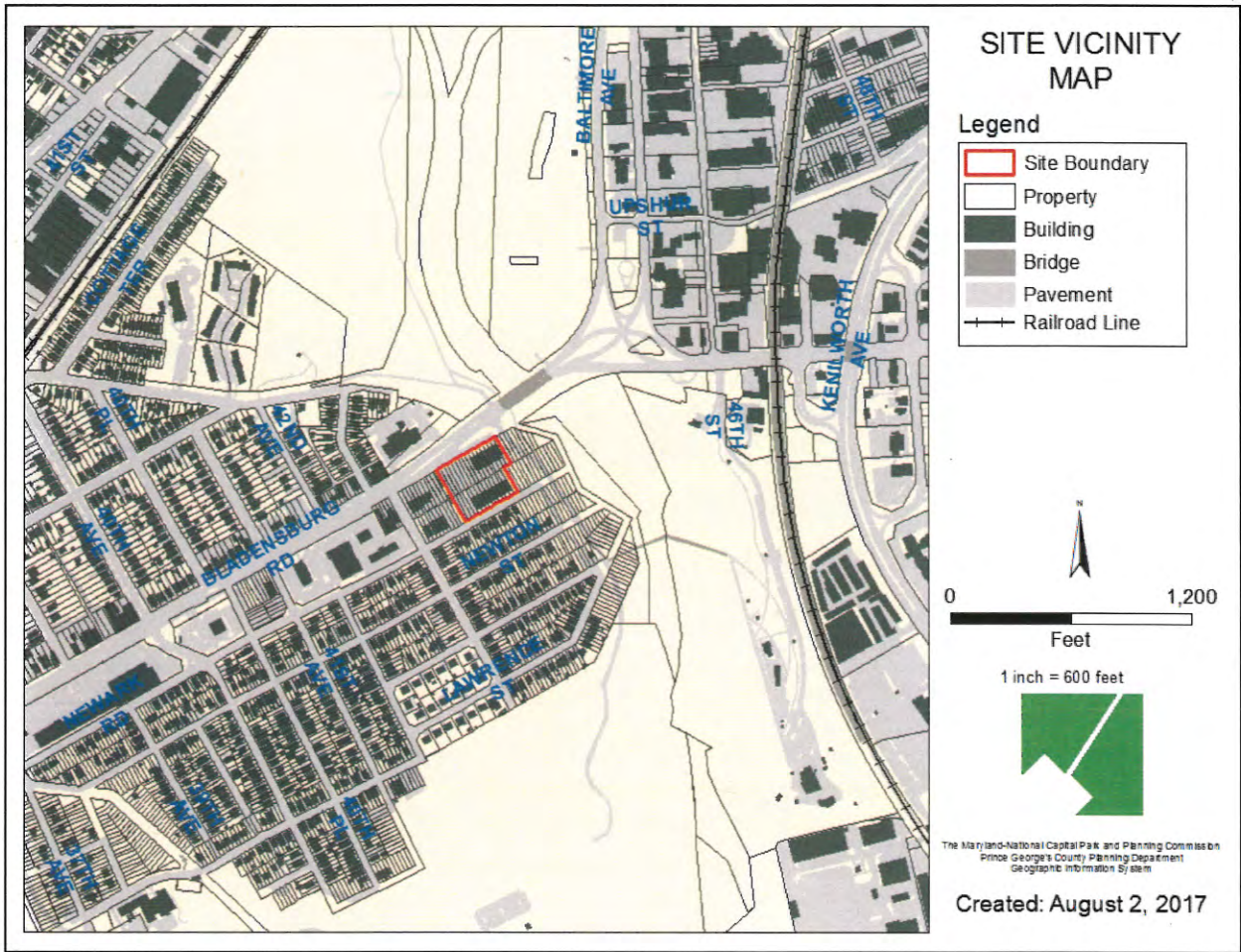
**Detailed Site Plan**  
**Chesapeake Bay Critical Area Conservation Plan**

**DSP-17037**  
**CP-17005**

Application	General Data	
<b>Project Name:</b> Eritrean Church  <b>Location:</b> Located on the south side of Bladensburg Road, approximately 250 feet east of its intersection with 43rd Avenue.  <b>Applicant/Address:</b> Eritrean Orthodox Tewahdo Church 150 South Street, NW Washington, DC 20001	Planning Board Hearing Date:	05/24/18
	Staff Report Date:	05/11/18
	Date Accepted:	02/05/18
	Planning Board Action Limit:	05/31/18
	Plan Acreage:	2.16
	Zone:	M-X-T/D-D-O/ I-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	24,000 sq. ft.
	Planning Area:	68
	Council District:	05
	Election District:	02
	Municipality:	Colmar Manor
200-Scale Base Map:	205NE04	

Purpose of Application	Notice Dates	
Conversion of existing warehouse buildings for use as a church and multipurpose building.	Informational Mailing:	08/08/17
	Acceptance Mailing:	01/25/18
	Sign Posting Deadline:	04/24/18

Staff Recommendation		Staff Reviewer: Ruth E. Grover, MUP, AICP Email: Ruth.Grover@ppd.mncppc.org Phone Number: 301-952-4317	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-17037  
Chesapeake Bay Critical Area Conservation Plan CP-17005  
Eritrean Church

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION CRITERIA

This conservation plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Chesapeake Bay Critical Area (CBCA) Intense Development Overlay (I-D-O) Zone.

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

- a. The requirements of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*;
- b. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use Transportation-Oriented (M-X-T) and Development District Overlay (D-D-O) Zones and the site design guidelines;
- c. The requirements of the 2010 *Prince George's County Landscape Manual*;
- d. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- f. Referral comments.

FINDINGS

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



1. **Request:** The detailed site plan (DSP) is for conversion of two existing warehouse buildings for use as a church and multipurpose building.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-X-T/D-D-O/I-D-O	M-X-T/D-D-O/I-D-O
Use	Warehouses	Church/Multipurpose Building
Acreage	2.16	2.16
Lots	32	32
Gross Floor Area (GFA) (sq. ft.)	24,000	24,000

**OTHER DEVELOPMENT DATA**

**Parking requirements per the 2009 Approved Port Towns Sector Plan and Sectional Map Amendment**

The following table outlines the parking that is required within the Port Towns D-D-O Zone for the proposed development:

Use*	Description**	Minimum Required***	Maximum Allowed***	Total Provided
Church–600 seats	1 space per 4 seats	120	150	<b>123</b>
Recreation Hall–364 occupants	1 space per 3 seats	98	122	<b>122</b>
Classrooms–130 occupants	1 space per 3 students	36	44	<b>44</b>
Office and Kitchen–5 occupants	1 space per 4 seats in other rooms occupied at the same time as the auditorium	1	1	<b>1</b>
	<b>Greatest Total*</b>	<b>120</b>	<b>150</b>	<b>123****</b>

**Notes:**

\*The applicant will use only the church, the recreational hall, or the classrooms at one time, and not concurrently.

\*\*This describes the Zoning Ordinance requirement for the proposed uses.

\*\*\*The 2009 Port Towns Sector Plan and Sectional Map Amendment stipulates that a minimum of 80 percent of the parking required by Section 27-568 of the Zoning Ordinance be provided and that the maximum cannot exceed 100 percent of that requirement.

\*\*\*\*The parking provided includes 177 on-site spaces and 6 on-street spaces, for a total of 123 spaces.

**Loading Required: 1 space**

**Loading Provided: 1 space**



3. **Location:** The subject site is located on the south side of Bladensburg Road, approximately 250 feet east of its intersection with 43rd Avenue. The subject site is also in Planning Area 68 and Council District 5.
4. **Surrounding Uses:** The subject property is bounded to the northwest by Bladensburg Road, with commercial uses in the Mixed Use Transportation-Oriented (M-X-T) Zone and vacant land in the Reserved Open Space (R-O-S) Zone beyond; to the northeast by vacant land in the M-X-T and R-O-S Zones; to the southeast by single-family detached homes in the One-Family Detached Residential (R-55) Zone; and to the southwest by commercial and industrial uses in the M-X-T Zone.
5. **Previous Approvals:** The subject property is located on Tax Map 50 in Grids B3, B4, C3, and C4, consists of 2.16 acres, and is known as Lots 18–34 and 58–72 of the Lennox subdivision recorded in Plat Book RNR 2–54 on May 29, 1920. The site was the subject of Permit 2952-94-CU, issued in 1994, and Permit 976-2012-U for the former National News Agency for newspaper publishing and printing. Lastly, the site is the subject of Stormwater Management (SWM) Concept Plan 52791-2016-0, approved by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE) on November 17, 2017, which is valid until November 17, 2020.
6. **Design Features:** The subject site is currently developed with two buildings; one closer to Bladensburg Road measuring approximately 9,600 square feet, with a 2,400-square-foot mezzanine (Building A), and the second measuring approximately 12,000 square feet (Building B) located along the southern property line, adjacent to Newark Road. The buildings are surrounded primarily by asphalt parking areas, with 1.79 acres of pavement on the 2.16-acre site. The applicant does not propose to add impervious surface to the site or to construct additional buildings as part of the DSP. Instead, the DSP will reduce impervious surfaces on the site by 468 square feet through the reconfiguration of the parking areas.

The application requests redevelopment of Building A as a church and Building B as a multipurpose building containing classrooms, recreational areas, and meeting space. The applicant is in negotiations with the Town of Colmar Manor and hopes that Building B will eventually be used for municipal community functions as well, which may require a revision to the DSP. At present, the improvements would be limited to façade improvements, repaving and restriping the parking areas, and the addition of signage to the site.

#### **Façade Improvements**

Architectural improvements, which are primarily focused on Building A, include two domes and fenestration including a variety of window designs and architectural detail, with the remainder of the building being rectilinear. All four façades of the rectilinear portion have a structurally separate screen applied for decorative purposes. The details include a concrete base, a masonry wall, planters, and a repeating pattern of stone arches and top-rounded linear windows. All but one façade has a section of pedimented roof, and new handicap ramps provide accessibility to the building. Crosses are an identifying and decorative item on the top of the domes, in the pediments, and atop portions of the colonnade.

The architectural improvements to Building B are much simpler than that of Building A. It is almost entirely rectilinear with an organized pattern of fenestrations and a muted color scheme utilizing two brown tones for the masonry, with accents in green above, below, or between windows. The roofline is entirely flat and unadorned.

### **Parking Lot**

The parking lot will be repaved and striped, increasing the number of spaces, but staying within the numerical requirements for parking in the *2009 Approved Port Towns Sector Plan and Sectional Map Amendment* (Port Towns Sector Plan and SMA). The required number of handicap parking spaces and some compact parking spaces are provided with the new striping, which yields several more parking spaces and assists the design in meeting the parking requirement.

### **Signage**

The applicant has proposed a 16-square-foot (8-foot in length and 2 feet in height) back-lit building-mounted sign for the church and an approximately 14-square-foot (1.25 feet in width and 11.38 feet in height) externally lit sign for Building B. As internally lit signs are not permitted by the Port Towns Sector Plan and SMA, a condition of this approval requires that the church sign design be revised prior to certificate approval. Staff finds the sign presented for Building B acceptable.

See Finding 8 of this report for a more detailed description of conformance of the requested improvements to the requirements of the Port Towns Sector Plan and SMA.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Chesapeake Bay Critical Area Ordinance:** The site is located within the Chesapeake Bay Critical Area (CBCA) Intense Development Overlay (I-D-O) Zone; therefore, the site is subject to the CBCA regulations. The purposes of the I-D-O Zone, as outlined in Section 27-548.13 of the Prince George's County Zoning Ordinance, are to accommodate existing residential, commercial, or industrial land uses within the CBCA; to promote new residential, commercial, and industrial land uses in accordance with development intensity limits designated for the I-D-O Zone in this Subtitle; to conserve and enhance fish, wildlife, and plant habitats; and to improve the quality of runoff that enters the tributary streams of the Chesapeake Bay from developed areas. The regulations concerning the impervious surface ratio, density, slopes, and other provisions for new development in the I-D-O Zone are contained in Subtitle 5B of the Prince George's County Code, as follows:

### **Section 5B-113. – Intense Development Overlay (I-D-O) Zones.**

- (e) **Development standards. The following development standards must be demonstrated within the I-D-O Zone:**

- (1) **For redevelopment plans, opportunities to reduce impacts on water quality generated by existing development shall be analyzed;**

The applicant is providing micro-bioretenion areas to satisfy the CBCA's 10 percent pollution reduction, in accordance with the approved SWM concept plan, fulfilling this requirement.

- (2) **Urban Best Management Practices (BMPs) for stormwater treatment shall be considered and, where appropriate, implemented as part of all plans for development and redevelopment;**

As noted above, the site plan shows bioretention areas that will address quality control for stormwater runoff.

- (3) **Stormwater shall be addressed in accordance with the following provisions:**
- (A) **Development or redevelopment projects shall use technologies as required by applicable ordinances in order to minimize adverse impacts to water quality caused by stormwater.**
  - (B) **In the case of redevelopment, if these technologies do not reduce pollutant loadings measured by use of the keystone pollutant method by at least 10 percent below the level of pollution on the site prior to redevelopment, then offsets shall be provided.**  
  
**Guidance for compliance with this requirement is provided in the *Critical Area 10% Rule Guidance Manual – Fall 2003* and as may be subsequently amended.**
  - (C) **In the case of new development, offsets shall be used if they reduce pollutant loadings by at least 10 percent of the pre-development levels. Guidance for compliance with this requirement is provided in the *Maryland Chesapeake and Atlantic Coastal Bays Critical Area 10% Rule Guidance – Fall 2003* and as may be subsequently amended.**
  - (D) **Offsets may be provided either on or off site, provided that water quality benefits are equivalent, that the benefits are obtained within the same watershed, and that the benefits can be determined through the use of modeling, monitoring or other computation of mitigation measures. Guidance regarding offsets is provided in the *Maryland Chesapeake and Atlantic Coastal Bays Critical Area 10% Rule Guidance – Fall 2003*.**

A copy of the SWM Concept Plan, 52791-2016-0, approved on November 17, 2017 and valid until November 17, 2020, was submitted with the subject application. The concept plan demonstrates that 438 square feet of impervious surface will be replaced with SWM and landscape areas, for a net decrease in lot coverage. The conservation plan (CP) is consistent with the approved concept plan. However, the correct 10 percent CBCA worksheet has not been included on the CP. Therefore, a condition of this approval requires that the correct Environmental Site Design (ESD) worksheet be included on the CP prior to certificate approval, demonstrating conformance with the 10 percent pollution reduction requirement.

- (4) **There is no Critical Area lot coverage maximum in the I-D-O, however, where practicable, permeable areas shall be established in vegetation, and whenever possible, redevelopment shall reduce existing levels of pollution.**

As stated above, the applicant will be required, by condition of this approval, to complete the correct ESD worksheet and include it on the CP prior to certificate approval, demonstrating conformance with the 10 percent pollution reduction



requirement, which meets a portion of this requirement. Though the applicant is exempt from the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), the applicant has included some vegetation on the site, which will assist in reducing existing levels of pollution. Therefore, the applicant has fulfilled this requirement.

- (5) **Areas of public access to the shoreline, such as foot paths, scenic drives and other public recreational facilities, should be maintained and, if possible, encouraged to be established within the I-D-O.**

Though the subject project is proximate to the Anacostia River, the application is limited to improvements to the architectural façades of the buildings, parking, and signage. Should the property be redeveloped at a future date, the above requirements would more appropriately apply at that time.

In conclusion, staff finds that the proposal meets the development standards for the I-D-O Zone. Staff also notes that a Chesapeake Bay Conservation and Planting Agreement is required to be recorded in the Prince George's County Land Records for development of the site.

8. **2009 Approved Port Towns Sector Plan and Sectional Map Amendment**—The project is located within the land area covered by the Port Towns Sector Plan and SMA. More particularly, it is located in the Bladensburg Road Gateway/Main Street Character Area. Generally, projects that involve an increase of less than 10 percent gross floor area (GFA) do not have to show compliance with pertinent character area development standards (page 150). However, as also stated therein: “All applications for subdivision, permits for construction of façade or building additions, renovations including signage, parking and loading, and fencing beyond routine maintenance and repair on these sites shall comply with the standards.” Therefore, the proposed improvements to the architectural façades, signage, and parking are subject to the development district standards.

The Port Towns Sector Plan and SMA describes the Bladensburg Road Gateway/Main Street Character Area as a mixture of commercial uses and identifies the key planning issues in the area as transforming the existing auto-related corridor into a more pedestrian-friendly and mixed-use boulevard; preserving and enhancing existing residential neighborhoods, while providing an adequate transition to uses along Bladensburg Road; making historic resources in the area more accessible and visible; and improving and expanding the open space network. Conditions in the Recommendation section of this report require bicycle racks and sidewalks along Newark Road, from Bladensburg Road to the church entrance, and from Newark Road to Building B, in accordance with the expressed goal for the character area to make it more pedestrian-friendly and to preserve and enhance the existing residential neighborhoods.

The subject project has been reviewed for conformance with the development district standards applicable to the proposed improvements regarding architecture, parking, and signage. Each relevant standard is included in **boldface** type below, followed by staff comment:

**Blank lengths of wall exceeding 20 linear feet are prohibited on all Build-To-Lines.**  
(page 180)

There are no blank lengths of wall exceeding 20 linear feet on any of the façades, in accordance with this requirement.

**The minimum surface parking spaces shall be 80 percent of the minimum required parking and loading as stated in Section 27-568 (a) of Part II of the Zoning Ordinance.** (page 198)

**The maximum number of surface parking spaces shall be equal to the minimum required by required parking and loading as stated in Section 27-568 (a) of the Zoning Ordinance.** (page 198)

The required parking for the site, pursuant to Section 27-568(a) of the Zoning Ordinance, is 150 spaces. Eighty percent of that amount is 120 spaces. The applicant has provided a total of 123 spaces in accordance with these requirements.

**Prohibited Signs: Billboards, free-standing pole signs, monument signs, marquees, any kind of animation, roof signs, and signs painted on the exterior walls of buildings are prohibited. No internally lit, flashing, traveling, animated, or intermittent lighting may be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising devices located outside any building shall not be permitted, pursuant to county regulations.** (page 196)

The submitted Church Building Exterior Signage Detail submitted for the project indicates that it will be back-lit in, contravention with this requirement. Therefore, a proposed condition in the Recommendation section of this report would require that, prior to certificate approval, the sign detail be revised to eliminate the back-lighting, with final design of the sign subject to approval by the Urban Design Section, as designee of the Planning Board. Staff notes that the second sign proposed for the project (Building B Exterior Signage) is lit externally and is, therefore, permissible.

9. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone, the D-D-O Zone, and the site design guidelines of the Zoning Ordinance:

a. Section 27-285(b)(2) of the Zoning Ordinance states the following:

**(2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

With respect to the requirement of the M-X-T Zone for approval of a conceptual site plan, the sector plan (page 152) states that "the D-D-O-Z and the Development District Standards meet the purposes of and requirements for a conceptual site plan as set forth in Section 27-272 and Section 27-273, thereby serving as the conceptual site plan for properties zoned M-X-T within the development district and satisfying the requirements of Section 27-547(d)."

b. In accordance with Section 27-546(d) of the Zoning Ordinance, the Planning Board must make the following findings, in addition to the requirements of Section 27-285(b), for approval of a DSP in the M-X-T Zone, as follows:

**(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:**

- (1) **The proposed development is in conformance with the purposes and other provisions of this Division;**

The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542(a), as follows:

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The subject project will beautify the site and activate it, bringing members and nonmembers to the site. It will promote the orderly redevelopment of the land in its vicinity and create an amenity for residents in accordance with this purpose.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

The subject project will further the stated goal of the Bladensburg Road Gateway/Main Street Character Area in transforming the existing auto-related corridor into a more pedestrian-friendly and mixed-use boulevard by providing additional sidewalks on and off the site. It will also add an institutional use to the mix of uses along this main street, in accordance with this purpose.

- (3) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

The subject project will include a church, classrooms, and meeting and recreational space. In addition, the applicant has indicated that they hope to use the multipurpose building for larger community functions. This mix of uses existing on a single site serves this purpose.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**



There are three bus stops and a mix of uses in the vicinity of the subject site, in accordance with this purpose. Additionally, bicycle racks and sidewalks are being proposed as conditions in the Recommendation section of this report, which would further serve this purpose.

- (5) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The church use, complemented by the variety of activities that will take place in the multipurpose building, will further this purpose, as a number of activities will take place at various hours and would be available to people who live, work, or visit the area.

- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

Though the uses on the site are primarily institutional, these uses will blend harmoniously with the variety of land uses in the vicinity of the subject property, in accordance with this stated purpose.

- (7) **To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The proposed architecture is expressive of the internal function of the two buildings. The church is much more ornate and has a greater degree of form, massing, and architectural detail. The multipurpose building, which will be used for classrooms, meetings, and recreational activities, is of a simpler utilitarian design. It may be said that the project creates dynamic functional relationships among individual uses within a distinctive visual character and identity, in accordance with this stated purpose.

- (8) **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

The approved SWM Concept Plan, 52731-2016-00, dated November 17, 2017, for the site shows the stormwater being directed from the roof tops of each building into a bioretention area for pretreatment before discharging off-site along Newark Road, in accordance with current best management practices. Also, conversion of the existing industrial buildings to a new use

represents efficiencies in use of existing infrastructure and public facilities.

- (9) **To permit a flexible response to the market and promote economic vitality and investment; and**

The existing industrial buildings would be repurposed to an institutional use, in accordance with this purpose, and would promote economic vitality by upgrading the structures on the site and bringing more people into the area.

- (10) **To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The architectural design is innovative and expressive of the interior functions of the two buildings on-site. The freedom allowed, within the parameters of the development district standards of the Port Towns Sector Plan and SMA, gave incentive to the developer to develop an excellent adaptive reuse of the structures, contributing to the physical, social, and economic fabric of the surrounding area.

- (2) **For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The subject project was placed in the M-X-T Zone, with a D-D-O Zone, through the Port Towns Sector Plan and SMA. The DSP is in conformance with the development district standards for the proposed improvements. See Finding 8 for a detailed description of that conformance.

- (3) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed development has an outward orientation, with the more ornate building located along Bladensburg Road. The architectural conversion of the existing buildings on the subject property may, in fact, catalyze other similar redevelopment in the vicinity of the subject site.

- (4) **The proposed development is compatible with existing and proposed development in the vicinity;**

The proposed development is compatible with the adjacent residential community. In fact, some people living in the area may decide to attend the church and some congregants may relocate to the area to be proximate to the church.

- (5) **The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The mix of uses, church, school, meeting, and recreational space on-site, creates a cohesive and sustainable development, which will contribute to the quality and stability of the adjoining neighborhoods.

- (6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The applicant is planning to develop the smaller building as a church first, followed by renovation of the larger building as a multipurpose building. Each building phase is designed as a self-sufficient entity, but will be effectively integrated with the subsequent phase, as congregants will utilize both facilities.

- (7) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

The subject site's existing pedestrian network would be augmented by conditions of this approval requiring a sidewalk along the Newark Road frontage, a sidewalk connection from the existing sidewalk along Bladensburg Road to the church entrance, and one from Newark Road to the multipurpose building entrance. With these improvements, the subject project is in conformance with this required finding.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial);**

Decorative paving will be used in front of both buildings so as to provide an enhanced environment for pedestrians. Landscaping, screening, and lighting have been provided on the site. Street furniture is noticeably absent from the design and its inclusion would assist the project in meeting this required finding. Therefore, a proposed condition in the Recommendation section of this report would require that street



furniture, notably several benches of a durable and aesthetically pleasing design, be added proximate to each of the two buildings.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This finding is not applicable, as the subject application is a DSP.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

The Transportation Planning Section has reviewed this aspect of the subject plan in detail and concluded that the proposed development will operate adequately during weekday peak hours, as well as, the Sunday peak period. See Finding 13e for the Transportation Planning Section's detailed analysis of this required finding.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548. (CB-1-1989; CB-26-1991; CB-13-2002; CB-78-2006)**

The subject site contains a total of 2.16 acres. Therefore, this requirement does not apply.

- c. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

**Section 27-544. Regulations.**

- (a) **Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

As the subject project is located in the area covered by the Port Towns Sector Plan and SMA, regulations for proposed improvements are subject to the development district standards therein. See Finding 8 for a detailed discussion of conformance to those requirements.

**Section 27-548. M-X-T Zone.**

- (a) **Maximum floor area ratio (FAR):**

1. **Without the use of the optional method of development — 0.40 FAR; and**
2. **With the use of the optional method of development — 8.00 FAR.**

The proposed floor area ratio (FAR) is 0.255, which is below the maximum FAR of 0.4. The subject project is in conformance with this requirement.

- (b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The proposed land uses are permitted in the M-X-T Zone, will be located in two buildings, and the project site is comprised of 32 lots. The subject project is in conformance with this requirement.

- (c) **Except as provided for in this Division, the dimensions for the location, coverage and height of all improvements shown on the Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone**

Though improvements on the site were largely pre-existing, the proposed development regulations are as shown on the DSP.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The subject project is exempt from the requirements of the Landscape Manual under the D-D-O Zone. However, the applicant is providing some landscaping on-site, which helps further the purposes of the M-X-T Zone.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The property proposes a FAR of 0.255, based on the guidelines set forth above.

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

This project is not subject to this requirement, as the construction of new structures is not proposed.

- (g) **Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

The subject property has frontage on the south side of Bladensburg Road and the north side of Newark Road, in accordance with this requirement.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than six (6) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten**



**(10) dwelling units.** For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages are preferred to may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

As no townhomes are proposed as part of this development, the project is not subject to this requirement.

- (i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

As no multifamily buildings are proposed as part of this development, the project is not subject to this requirement.

- (j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density,**

setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

This requirement is inapplicable to the subject project.

- d. The DSP has been reviewed for conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as follows:

The site is generally in conformance with the relevant site design guidelines for the few proposed improvements to the site. For instance, parking and loading is designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces are located to provide convenient access to major destination points on the site.

10. **2010 Prince George's County Landscape Manual:** Section 27-548 of the Zoning Ordinance states that landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the Landscape Manual. The proposal is exempt from the requirements of the Landscape Manual because it does not involve the change of use from a lower- to a higher-intensity use category or from a residential use to a nonresidential use, does not involve an increase in impervious surface, and does not involve an increase in GFA.
11. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This project is not subject to the Woodland and Wildlife Habitat Conservation Ordinance because it is located within the CBCA.
12. **Prince George's County Tree Canopy Coverage Ordinance:** The subject DSP is exempt from the Tree Canopy Coverage Ordinance because it does not propose 5,000 square feet or greater GFA or ground disturbance.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
- a. **Historic Preservation and Archeological Review**—In a memorandum dated March 28, 2018, the Historic Preservation Section (HPS) offered that the subject project is located within the Colmar Manor documented community (68-103) and adjacent to the Cottage City National Register Historic District (68-096). The subject property has been extensively graded and disturbed over time. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of finding archeological sites within the subject property is low. This proposal will not impact any known Prince George's County historic sites, historic resources, or archeological resources.

- b. **Community Planning**—In a revised memorandum dated March 10, 2018, the Community Planning Section offered the following summarized comments regarding the subject project:

This application proposes renovation of a nonresidential existing use with a less than 10 percent increase in GFA. Therefore, the structure is exempt from the development district standards of the Port Towns Sector Plan and SMA. However, the development district standards will apply to the new improvements for the façade, parking lot, and signage on-site. The provided discussion of applicable development district standards has been incorporated into Finding 8 above.

This site is located within the Established Communities policy area of the *Plan Prince George's 2035 Approved General Plan*. The General Plan recommends maintaining and enhancing existing public services (such as police and fire/EMS) and infrastructure in these areas (such as sidewalks) to ensure that the needs of the current residents are met.

The Port Towns Sector Plan and SMA indicates that the subject property is in the Bladensburg Road Gateway/Main Street Character Area. “On the Colmar Manor side of Bladensburg Road, commercial properties which includes the Port Towns Shopping Center, restaurants and fast-food establishments, and range of other commercial uses, including a medical center, an air condition business, a convenience and liquor store, auto-related uses, and a newspaper distribution facility.” (page 28)

The Port Towns Sector Plan and SMA states that “Key planning issues in the area include: transforming the existing auto-related corridor into a more pedestrian-friendly and mixed-use boulevard; preserving and enhancing existing residential neighborhoods while providing an adequate transition to uses along Bladensburg Road; making historic resources in the area more accessible and visible; and improving and expanding the open space network.” (page 28)

- c. **Transportation Planning**—In a memorandum dated March 29, 2018, the Transportation Planning Section offered the following summarized comments regarding the subject project:

There is no evidence that the subject property was ever tested for transportation adequacy within the past six years. Consequently, pursuant to Section 27-546(d) of the Zoning Ordinance, a DSP application within an M-X-T Zone must demonstrate that the proposed development will meet the transportation adequacy threshold.

The property is currently improved with 21,646 square feet of warehousing development. Using trip generation rates from the 2012 “Transportation Review Guidelines, Part 1,” the existing buildings are currently generating eight AM peak-hour trips and eight PM peak-hour trips during the weekdays. However, the proposed 12,000 square feet of church use will generate only seven trips during either peak hour during the weekdays. Regarding the proposed multipurpose community building, it is anticipated that most of the activities will be relegated to off-peak hours. Therefore, staff concludes that the change of use will not have any impact on weekday traffic operations on the adjacent street network.

Since most church services, which are the main uses and traffic generator for churches, occur on Sundays, staff has requested a peak-period turning movement count at the critical intersection of Bladensburg Road and 43rd Avenue. An analysis of this count revealed that, during the peak hour of 12:00 p.m. to 1:00 p.m., the intersection operates with a delay of 17 seconds, which is well below the 50-second adequacy threshold. Using rates from the Institute of Transportation Engineer's *Trip Generation Manual, 10th Edition*, a church (560) with a GFA of 12,000 square feet will generate 162 trips (fitted curve) during the peak hour of operation. A second analysis, with the inclusion of site traffic, revealed a delay of 48.9 seconds. Staff concludes that the proposed development will operate adequately during weekday peak hours, as well as the Sunday peak period.

The property is located in an area where the development policies are governed by the Port Towns Sector Plan and SMA, as well as the 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The property fronts on Bladensburg Road, a master-planned arterial road (A-17). This road is currently built to its ultimate master plan cross section. Consequently, no additional right-of-way will be required.

The plan proposes 123 parking spaces, which meets the sector plan's development district standards. In terms of on-site circulation, staff finds no issue with the site plan as currently proposed. There is no mix of uses that could potentially share parking on this site.

Overall, from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP.

- d. **Subdivision**—In a memorandum dated March 2, 2018, the Subdivision Section offered the following summarized comments regarding the subject project:

The property is not subject to an existing preliminary plan of subdivision (PPS). In accordance with Section 24-107 of the Subdivision Regulations, the division and development of more than 5,000 square feet will require a PPS.

Section 24-111(c) of the Subdivision Regulations requires the following:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
- (1) **The proposed use is for a single-family detached dwelling(s) and uses accessory thereto; or**
  - (2) **The total development proposed for the final plat on a property that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code and does not exceed five thousand (5,000) square feet of gross floor area; or**
  - (3) **The development proposed is in addition to a development in existence prior to January 1, 1990, and does not exceed five thousand (5,000) square feet of gross floor area; or**



- (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

The resubdivision of the site is not required at this time because no additional development is proposed. The applicant should be advised that any development or redevelopment of the site will need to meet the exemption criteria of Section 24-111(c)(1)–(4) of the Subdivision Regulations or resubdivision may be required. The bearings and distances that are shown on the submitted DSP are consistent with the recorded plat for the property.

The Transportation Planning Section evaluated the extent of the master plan arterial road (A-17), along Lots 18 and 19, for possible right-of-way dedication and stated that no additional right-of-way would be required.

- e. **Trails**—The site is subject to the trails-related requirements of the MPOT and the Ports Town Sector Plan and SMA, which places the property within a designated center or corridor (Port Towns). The MPOT and the sector plan recommend designated bike lanes along Bladensburg Road (Alternate US 1), as shown on the MPOT map. The sector plan refines this recommendation with the following text:

“Provide on-road bicycle facilities along major roads as road improvements or road restriping occurs. These roads include MD 202, MD 201, MD 450, and US 1. While designated bike lanes in conformance with AASHTO standards may not be feasible due to right-of-way constraints, wide outside curb lanes should be provided to allow additional space for bicycle traffic.”

Restriping for designated bike lanes (or other appropriate bicycle treatments) can be considered by the Maryland State Highway Administration (SHA) at the time of road resurfacing or improvement. SHA has already installed some bicycle signage in the vicinity of the site and shared lane markings have been placed along MD 450 (Annapolis Road) to the east of the site.

The Complete Streets element of the MPOT reinforces the need for sidewalks along public roads, internal sidewalks, and the accommodation of pedestrians as road improvements are made and new roads constructed.

**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 US 1 in the vicinity of the subject site. The subject site is separated from US 1 by a service road. No sidewalk currently exists along Newark Road. Newark Road is designated as a Neighborhood Street-Type 2 (NST-2) in the sector plan.

A sidewalk should be provided along the site's frontage of Newark Road, consistent with the requirements of the sector plan. The NST-2 requires sidewalks of six- to nine feet wide, separated from the curb by a grass planting strip.

The sector plan's Policy 2 Strategy states:

“Coordinate with DPW&T and WMATA to provide unified, well-lit, accessible, attractive, durable, and all-weather bus shelters with benches, trash cans, dual language route maps and schedules, and highly visible and effective wayfindings at all bus stops throughout the corridor, and especially along Annapolis, Bladensburg, and Edmonston Roads.”

There are three bus stops in the vicinity of the subject site. The closest stop is located 30 feet west of the site, along US 1. It does not have a shelter, but because the stop is off-site, no improvements are recommended for the current application.

The trails planner recommended a multipart condition of approval regarding the provision of bicycle racks, wide sidewalks, and sidewalk/crosswalk connections, which has been included in the Recommendation section of this report.

- f. **Environmental Planning**—In a memorandum dated April 13, 2018, the Environmental Planning Section offered the following summarized comments regarding the subject project:

An approved Natural Resources Inventory Equivalency Letter (NRI-170-2016), accompanied by an approved floodplain exhibit subsequently confirmed by DPIE, was submitted.

The 2.16-acre site is located approximately 250 feet east along the southeastern corner of the intersection of 43rd Avenue with Bladensburg Road, at 4331 Bladensburg Road in Colmar Manor. The property is currently developed with existing parking/pavement and two buildings. There is no 100-year floodplain located on the site. No other environmental features, including primary and secondary buffer, occur on the site. There are no specimen trees on-site. The site does not front scenic or historic roads. 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. This entire site is located within the regulated area of the Prince George's County Green Infrastructure Network. The U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Web Soil Survey indicates that the site is comprised of Issue-Urban land complex (occasionally flooded) and Urban land-Zekiah complex (0–2 percent slopes) soil types.

A copy of the Maryland Critical Area Commission's (CAC) ESD worksheet shall be placed on the CP since the format of the 10 percent pollution reduction calculations used on the approved stormwater concept plan did not follow this template format. The ESD worksheet must be completed and shown on the CP prior to certification.

This application does not require a CBCA variance request for the proposed development.

### **Environmental Review**

This application proposes to remove existing impervious areas and replace them with SWM and landscape areas, for a net decrease in lot coverage. Currently, the site's impervious area is 56,802.4 square feet. With this application, the new impervious area will be 56,364.4 square feet (59.9 percent of the site), a reduction of 438 square feet of impervious surface according to the approved SWM Concept Plan (2791-2016). There is no maximum for CBCA lot coverage within the I-D-O; however, conformance with the CBCA 10 percent pollutant reduction requirement must be demonstrated by placing the CAC's ESD worksheet on the plan. No developed woodland is required in the I-D-O.

### **Stormwater Management**

A copy of the SWM Concept Plan (52731-2016-00) and letter, dated November 17, 2017, were submitted with the subject application. The SWM concept plan shows stormwater being directed from the roof tops of each building into a bioretention area for pretreatment before discharging off-site along Newark Road.

According to the approval letter, since the project proposes less than 5,000 square feet of disturbance, it is exempt from SWM requirements. Also, according to the approval letter, the micro-bioretention area has been proposed to satisfy CBCA's 10 percent SWM rule; however, the CAC's ESD worksheet must be added to the plan. CP is consistent with the stormwater concept plan.

### **U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS), Review**

At this time, no comments have been received from the USDA NRCS concerning erosion and sediment control for this case.

### **Chesapeake Bay Critical Area Conservation Plan CP-17005**

The plan is labeled as a "CBCA Conservation Plan" and contains all required information such as existing and proposed conditions and lot coverage calculations. The following minor plan revisions are required prior to certification of the plan:

- Remove Table B and Table B-1 from the plan since there is no minimum CBCA lot coverage requirement in the I-D-O Zone. The format used on Table A is also out of date.
- The Table A calculations must be revised using the correct maximum zoning lot coverage on the current standard worksheet.
- The property owner's awareness certificate has been added to both sheets of the plan; however, it has not been signed by the property owner or the owner's representative. The property owner or representative must sign the awareness block on each sheet of the plan prior to certification.
- There is no minimum developed woodland requirement within the I-D-O Zone, so the Developed Woodland Calculations table is not required and must be removed from the CP.

A buffer management plan is not required, as the site is not within the primary or secondary buffer. A Chesapeake Bay Conservation and Planting Agreement will be required to be executed and recorded prior to certification approval for development of

the site. A conservation easement will not be required for this site. The site does not contain any woodland that is to remain. Conditions implementing the Environmental Planning Section's recommendations have been included in the Recommendation section of this report.

- g. **Prince George's County Fire/EMS Department**—In an email dated April 1, 2018, the Fire/EMS Department offered the following summarized comments as to the subject project:

The Office of the Fire Marshall has reviewed the subject DSP. Generally, the site seems to provide adequate fire access with 22-foot-wide drive aisles throughout most of the site, with the exception of in front of the community building where aisle width diminishes to 21.25 feet wide. This area also does not meet the Fire Prevention Code (fire code) requirement, that a dead end should measure a maximum of 150 feet in length. In conclusion, however, the Office of the Fire Marshall stated that, despite the two possible areas of concern, the proposed DSP appears to show adequate fire access.

- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated March 7, 2018, DPIE offered numerous comments, which have been addressed through revisions to the plans or will be addressed in their separate permitting process. DPIE offered in their comments that the proposed DSP is consistent with approved SWM Concept Plan 52791-2016-0.

- i. **Maryland Critical Area Commission (CAC)**—In a letter dated April 11, 2018, the CAC requested that the applicant complete their ESD worksheet and email it to them for review. The CAC had no other comments on the subject project.

- j. **Prince George's County Police Department**—At the time of this writing, the Police Department has not offered comment regarding the subject project.

- k. **Prince George's County Health Department**—In a memorandum dated February 20, 2018, the Health Department offered the following summarized comments regarding the subject project:

- (1) The applicant is proposing to incorporate bioretention features surrounding the community center and adjacent to the car parking lot. Bioretention features have the potential to become habitats for mosquitoes and other disease vectors due to the presence of organic matter and shallow water. The applicant should ensure that the bioretention features are properly designed and managed to prevent habitats for disease vectors and reduce the risk of human exposure to disease vectors given the proximity of the pedestrian traffic, gathering spaces, and active recreation facilities.

- (2) Due to the age of the existing structure and the nature of the conversion from warehouses to a church and multipurpose community center, it is anticipated that the interior renovation may encounter lead paint hazards. In light of that possibility, the applicant is informed of the following:

- (a) The Maryland Department of the Environment shall be notified at least 24 hours prior to the start date of any lead paint abatement project in a residential building.



- (b) During the demolition/construction/renovation phases of this project, the applicant must use certified lead paint abatement contractors licensed by the Maryland Department of The Environment.
- (3) During the 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.
- (4) During the 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 noise control requirements as specified in Subtitle 19.

The applicant has been provided a copy of the Health Department's comments, and a proposed condition in the Recommendation section of this report would require that, prior to certificate approval, the applicant include notes regarding the control of noise and dust impacts from the subject site during the construction phase of the project.

- l. **Permit Review**—In a memorandum dated March 2, 2018, the Permit Review Section offered numerous comments that have either been addressed by revisions to the plans or in the Recommendation section of this report.
- m. **U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS)**—At the time of this writing, NRCS had not offered comment regarding the subject project.
- n. **Maryland State Highway Administration (SHA)**—In an email dated February 5, 2018, SHA stated that, as no work is being proposed in the SHA right-of-way, SHA had no comments regarding the subject project.
- o. **Washington Suburban Sanitary Commission (WSSC)**—At the time of this writing WSSC had not offered comment regarding the subject project.
- p. **Verizon**—At the time of this writing, Verizon had not offered comment regarding the subject project.
- q. **Potomac Electric Power Company (PEPCO)**—At the time of this writing, PEPCO had not offered comment regarding the subject project.
- r. **Maryland Department of Natural Resources (MDNR)**—In a letter dated June 22, 2017, MDNR stated that the Wildlife and Heritage Service had determined that there are no official state or federal records for certain listed plant or animal species within the delineated area shown on the map provided. Further, MDNR stated that there are no specific concerns regarding potential impacts or recommendations for protection measures at this time.
- s. **Town of Colmar Manor, Town of Edmonston, Town of Bladensburg, City of Mount Rainier, Cottage City, Town of Brentwood, City of Hyattsville, and Town of North Brentwood**—At the time of this writing, these municipalities have not provided comment regarding the subject project.

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.
15. Section 27-285(b)(4) of the Zoning Ordinance requires that a DSP demonstrate that regulated environmental features have been preserved and/or restored to the fullest extent possible. Because the development site is located within the CBCA, this required finding does not apply to the review of this DSP.

#### RECOMMENDATION FOR CONSERVATION PLAN CP-17005

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Chesapeake Bay Critical Area Conservation Plan CP-17005, Eritrean Church, subject to the following condition:

1. Prior to certificate approval of the conservation plan (CP), the following revisions shall be made, or information shall be provided:
  - a. The applicant shall complete the Environmental Site Design worksheet and place it on the CP, after it has been approved by the Maryland Critical Area Commission.
  - b. Remove Tables B and B-1 from the plan.
  - c. Revise Table A using the current worksheet template.
  - d. Have the owner or owner's representative sign the awareness block on each sheet.
  - e. Remove the Developed Woodland Calculations table from the plan.
  - f. The applicant shall execute and record a Chesapeake Bay Conservation and Planting Agreement. The agreement shall be reviewed by the County prior to recordation. The applicant shall provide a copy of the recorded agreement to the Prince George's County Planning Department, and the Liber/folio shall be shown below the CP approval block.

#### RECOMMENDATION FOR DETAILED SITE PLAN DSP-17037

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-17037, Eritrean Church, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information provided:
  - a. Provide bicycle racks accommodating a minimum of five bicycles at both the community center and church buildings.

- b. Provide a minimum six-foot-wide sidewalk along the subject site's entire frontage of Newark Road, consistent with Neighborhood Street-Type 2 of the building and site standards of the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement or the City of Colmar Manor.
- c. Provide one sidewalk/crosswalk connection from the existing sidewalk along Bladensburg Road to the church entrance.
- d. Provide one sidewalk connection from Newark Road to the multipurpose building entrance.
- e. The proposed internally lit box sign shall be replaced by an unlit or externally lit sign. Final design of the sign shall be approved by the Urban Design Section as designee of the Prince George's County Planning Board.
- f. Several benches of durable and aesthetically pleasing design shall be added proximate to each of the two buildings included in the subject project. Final design of said benches shall be approved by the Urban Design Section as designee of the Prince George's County Planning Board.
- g. Add the quantity of Building B exterior signage.
- h. 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).”

**ITEM:**

**CASE: DSP-17037 & CP-17005**

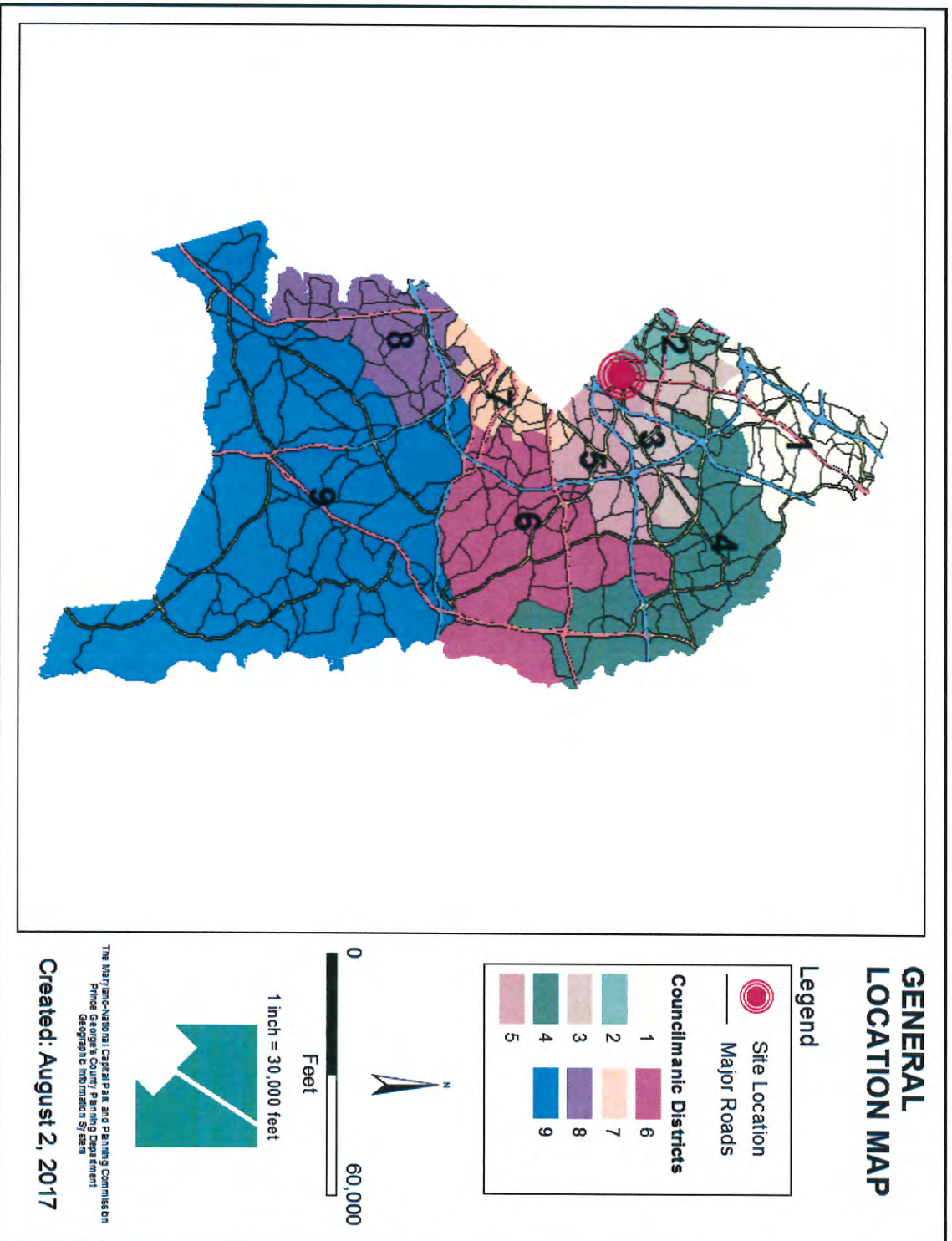
## **ERITREAN CHURCH**

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

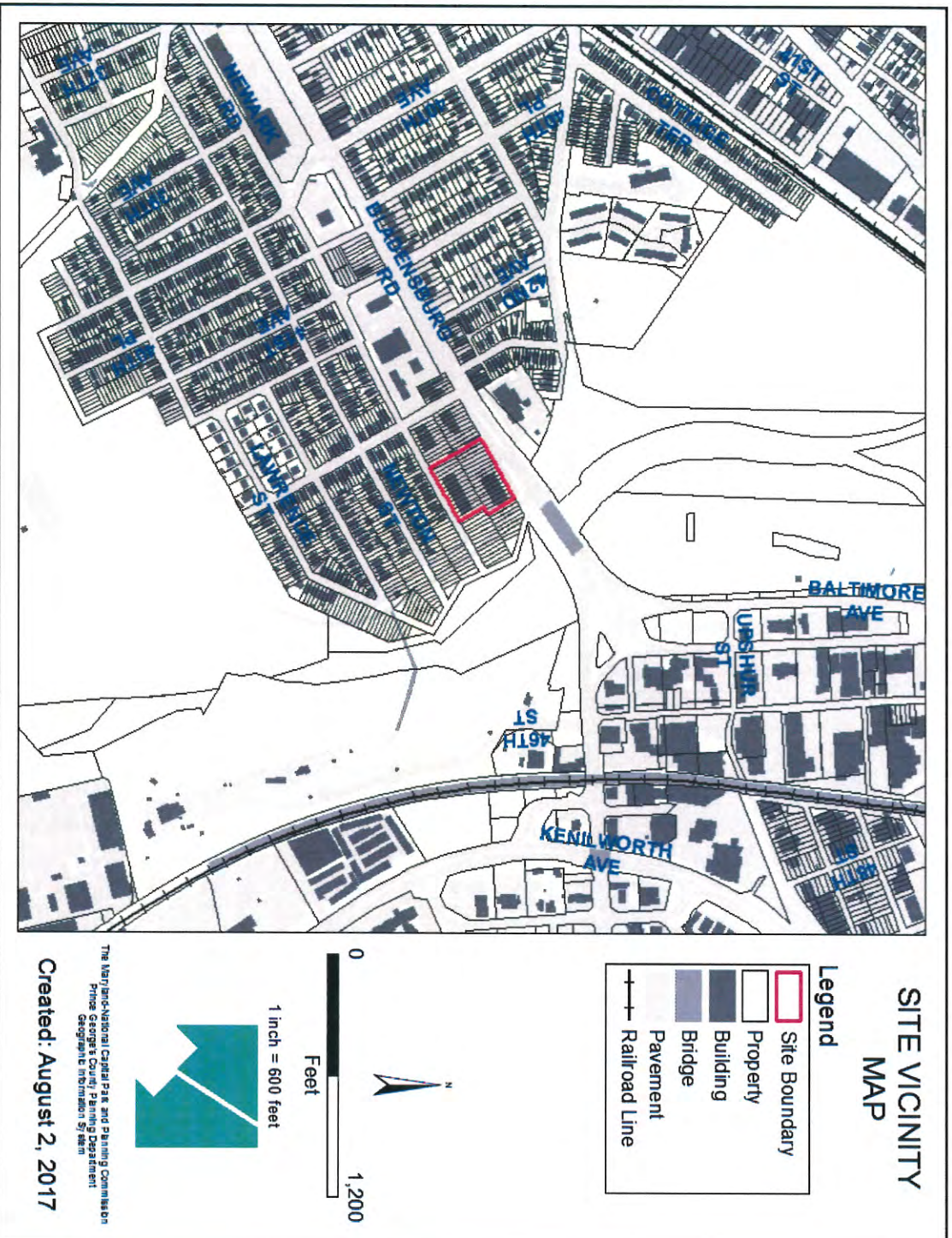




# GENERAL LOCATION MAP



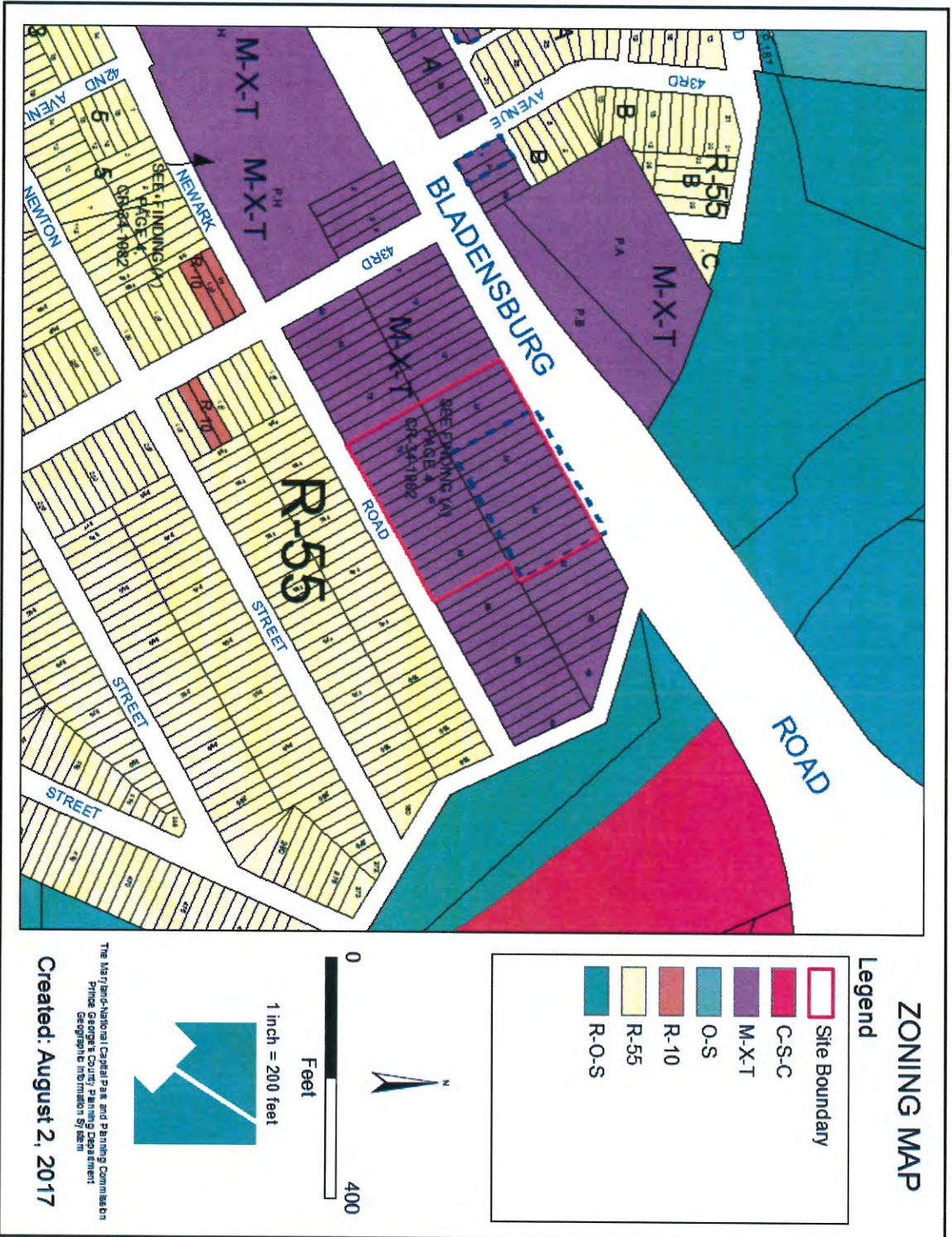
# SITE VICINITY





# ZONING MAP

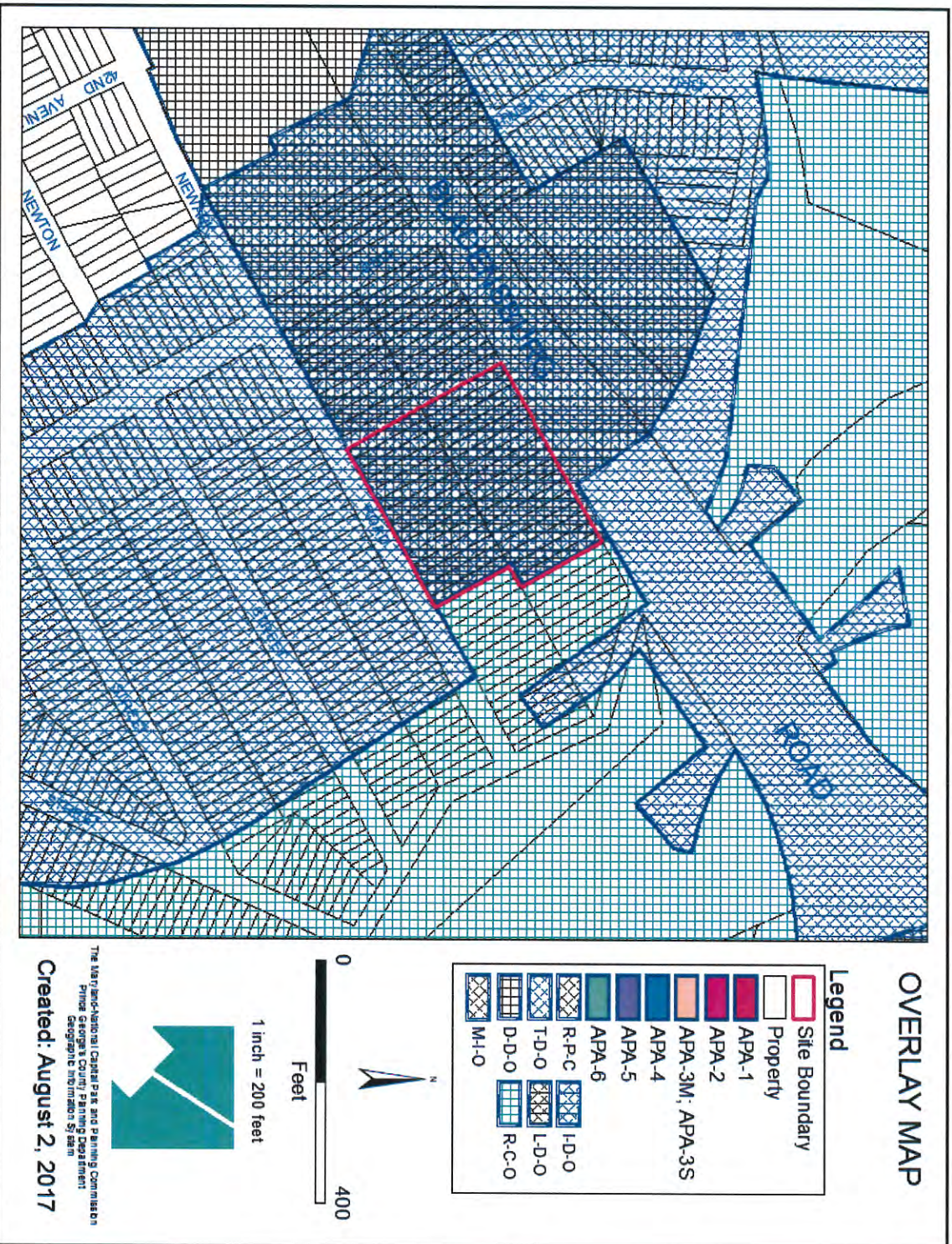
Case # DSP-17037 & CP-17005





# OVERLAY MAP

Case # DSP-17037 & CP-17005





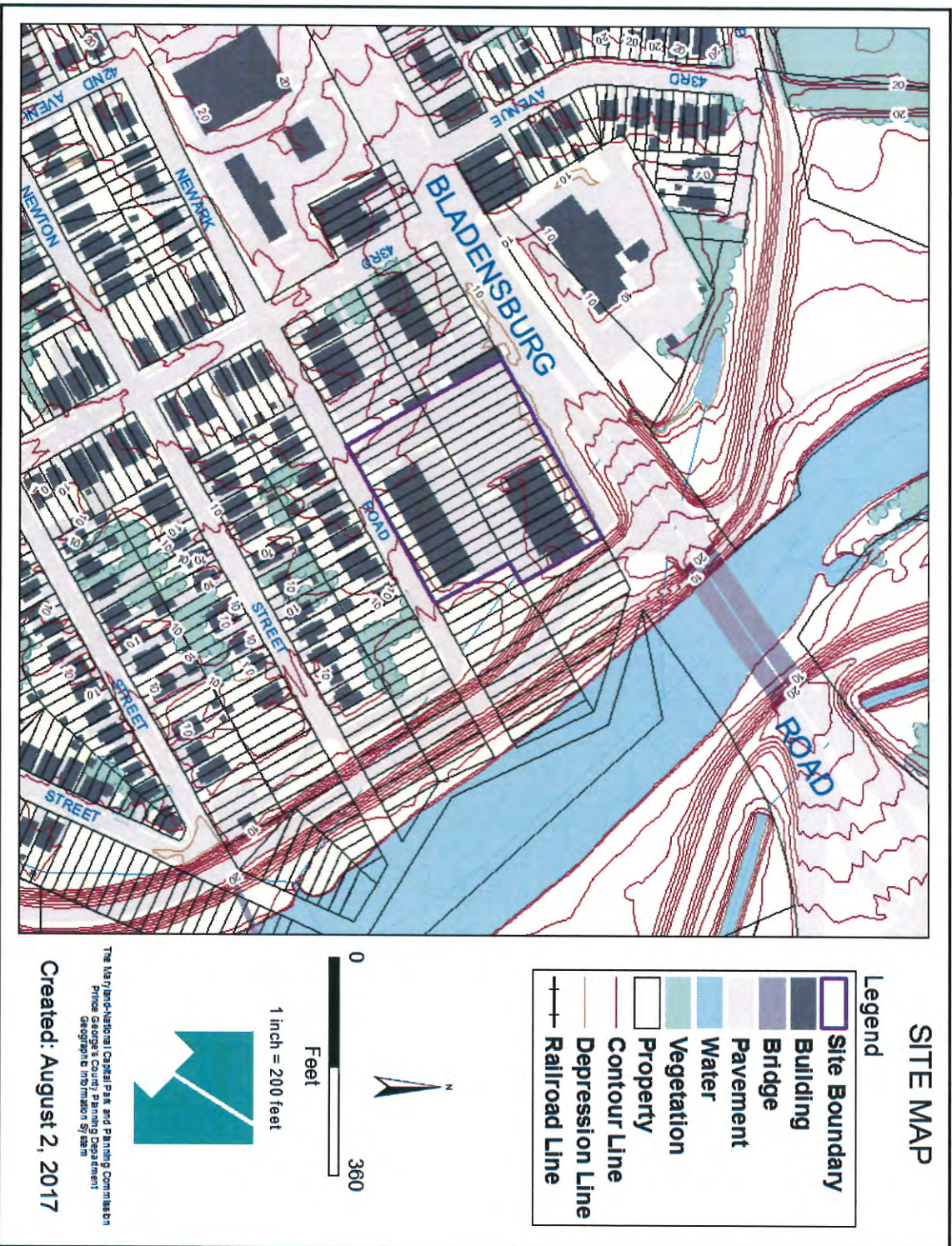
# AERIAL MAP





# SITE MAP

Case # DSP-17037 & CP-17005





# MASTER PLAN RIGHT-OF-WAY MAP





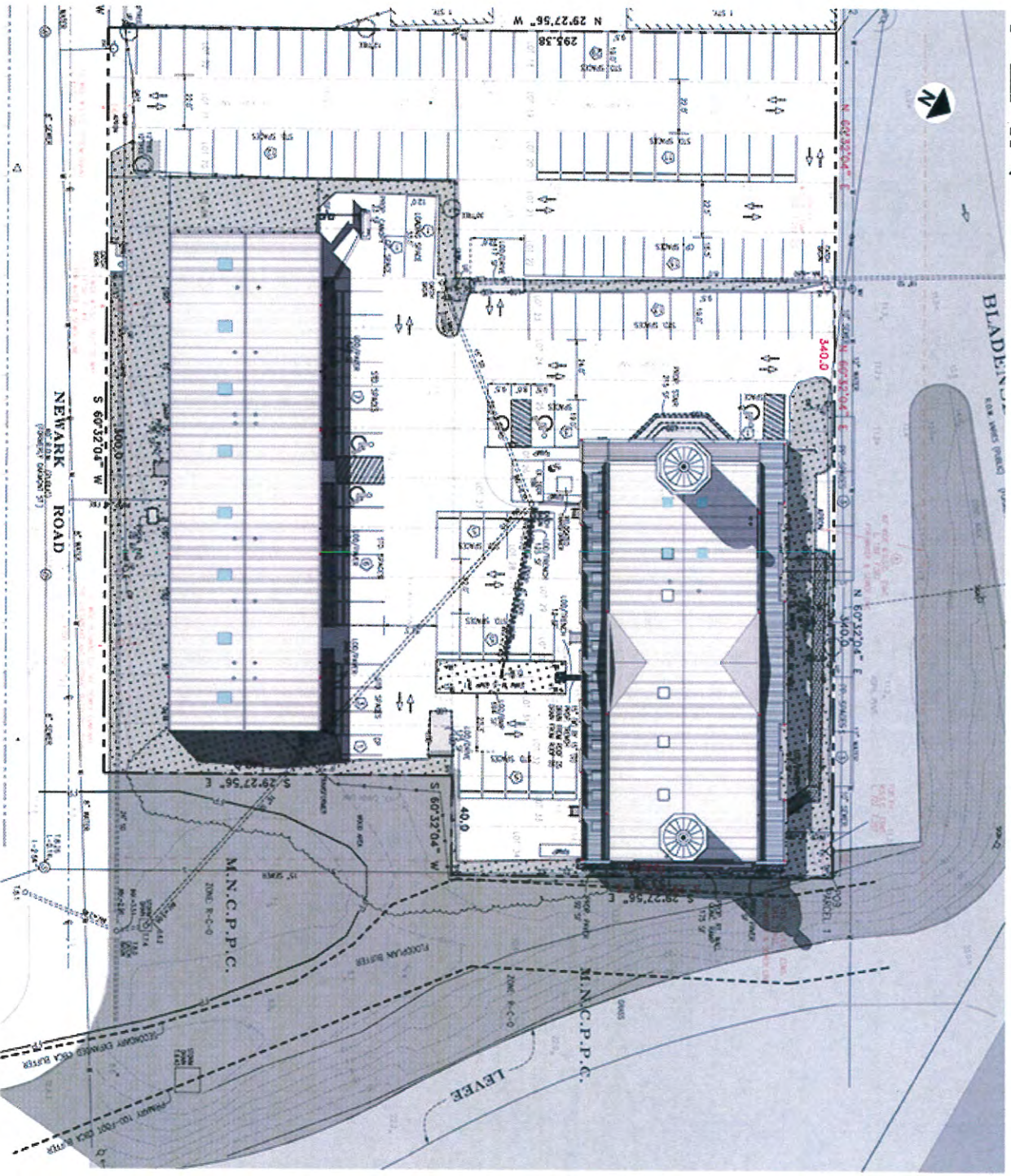
# BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED





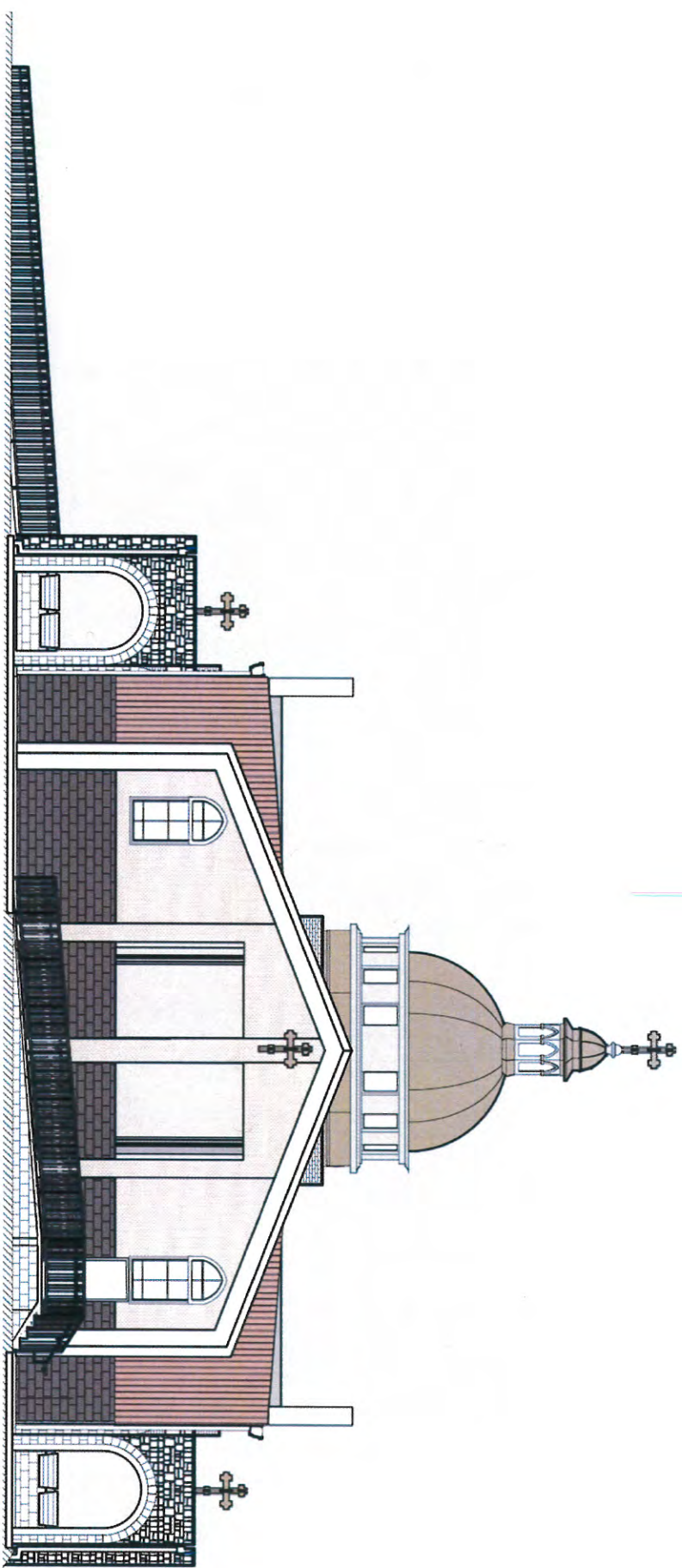
# SITE PLAN

Case # DSP-17037 & CP-17005

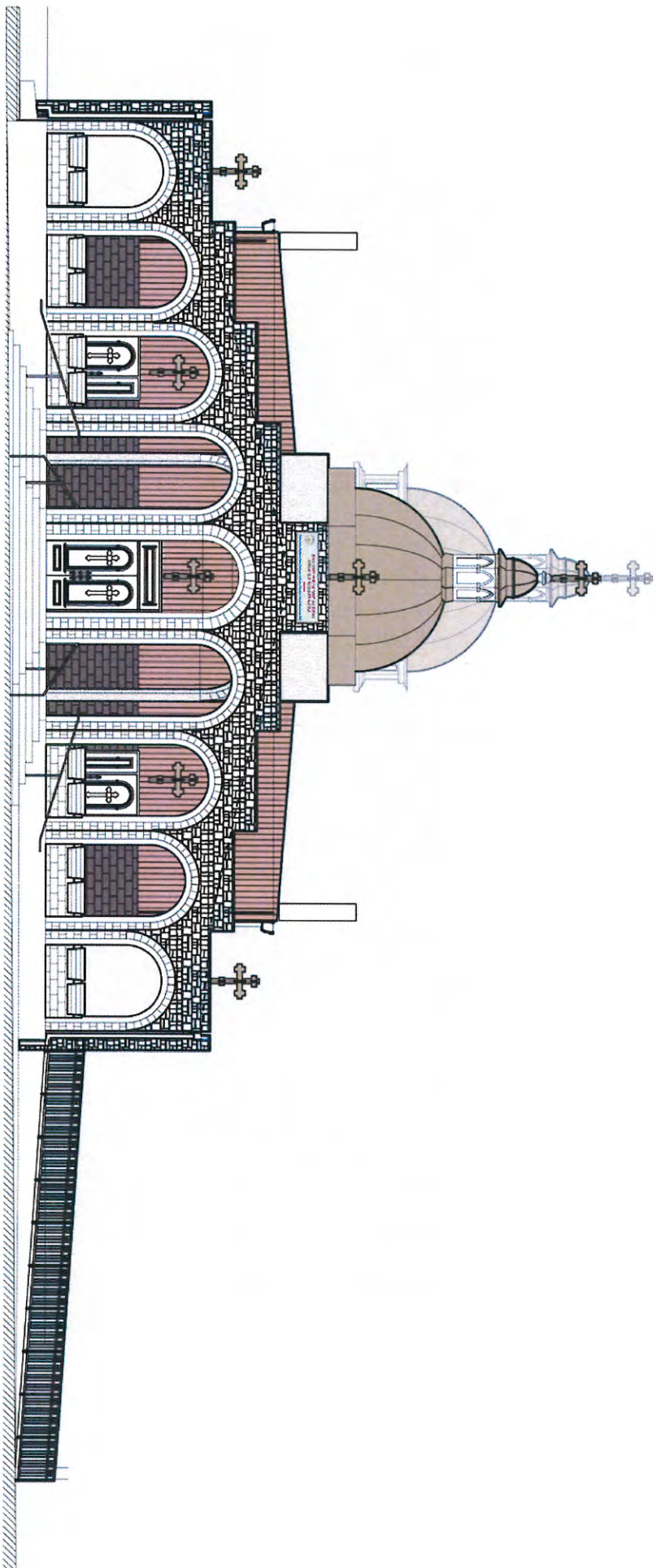




# BUILDING A, NORTHEAST ELEVATION

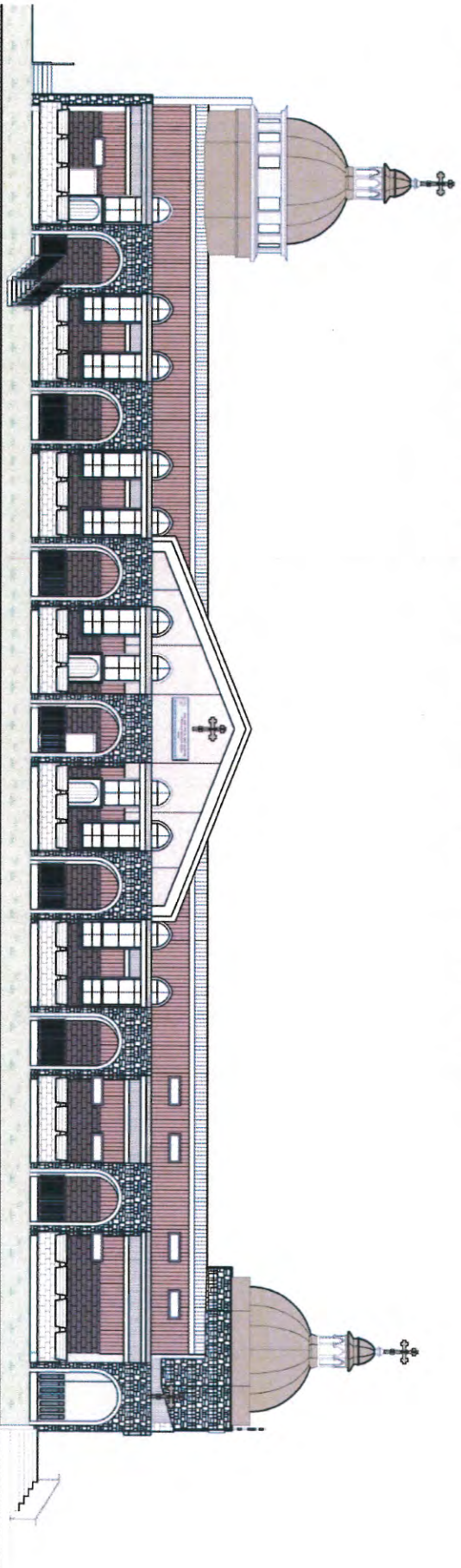


# BUILDING A, SOUTHWEST ELEVATION

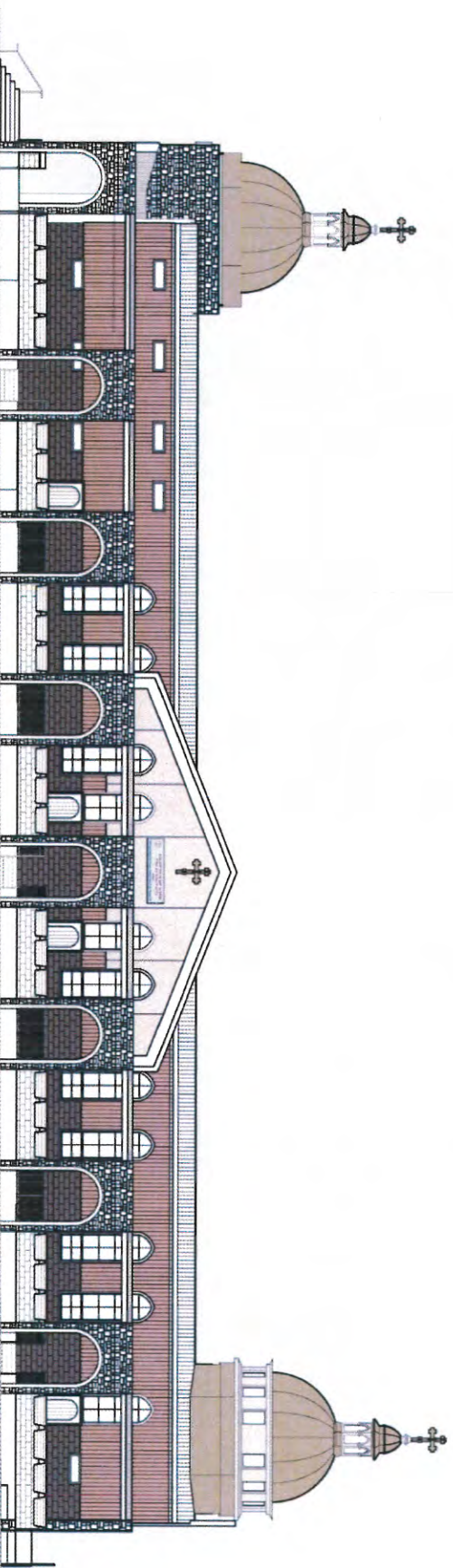




# BUILDING A, NORTHWEST ELEVATION

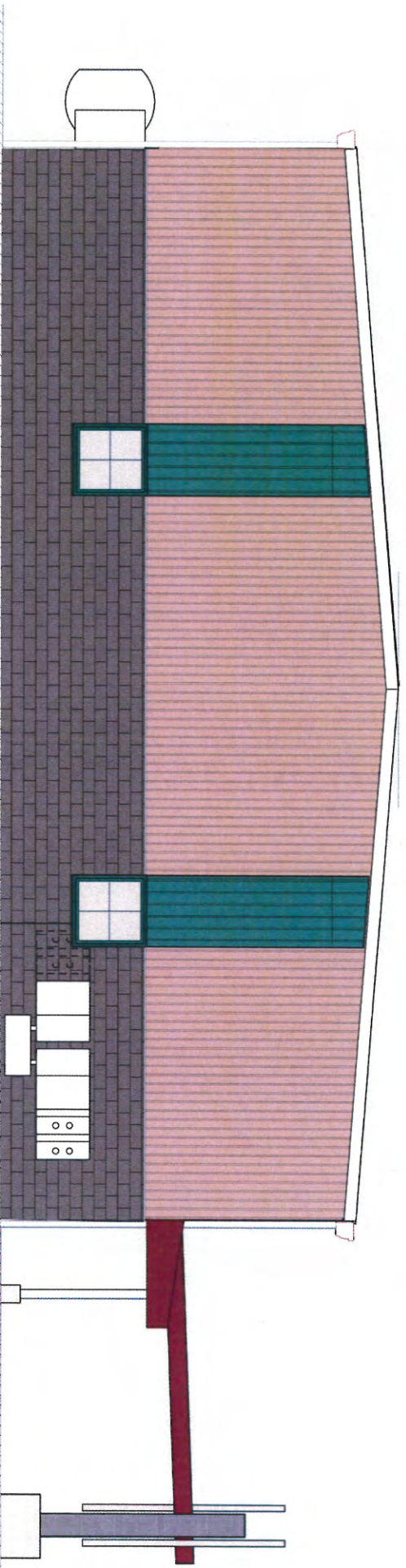


# BUILDING A, SOUTHEAST ELEVATION

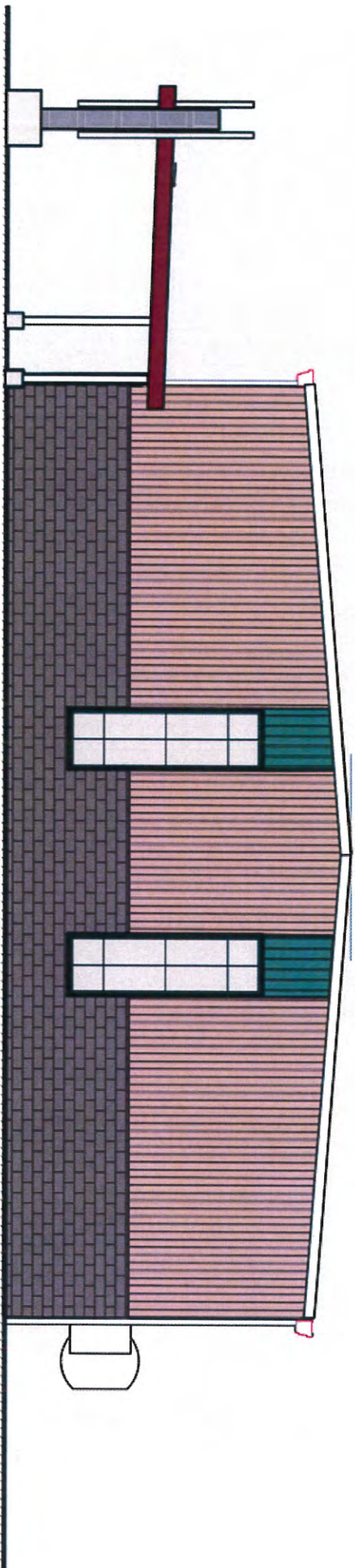




# BUILDING B, NORTHEAST ELEVATION

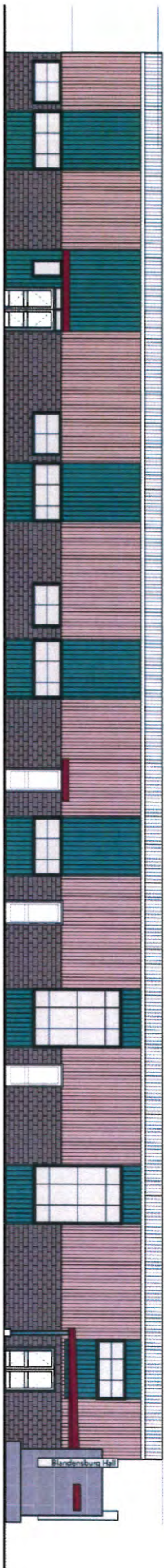


# BUILDING B, SOUTHWEST ELEVATION

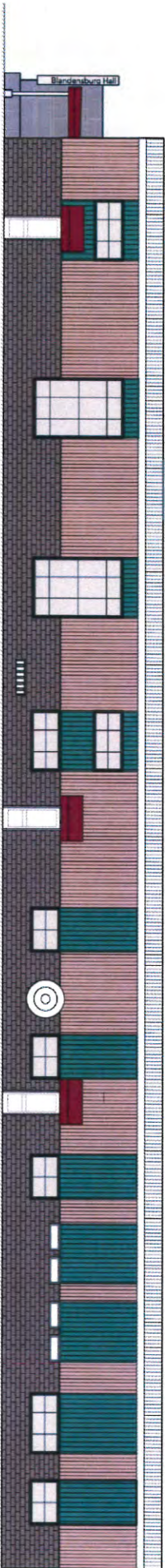




# BUILDING B, NORTHWEST ELEVATION



# BUILDING B, SOUTHEAST ELEVATION





# RENDERING

Case # DSP-17037 & CP-17005





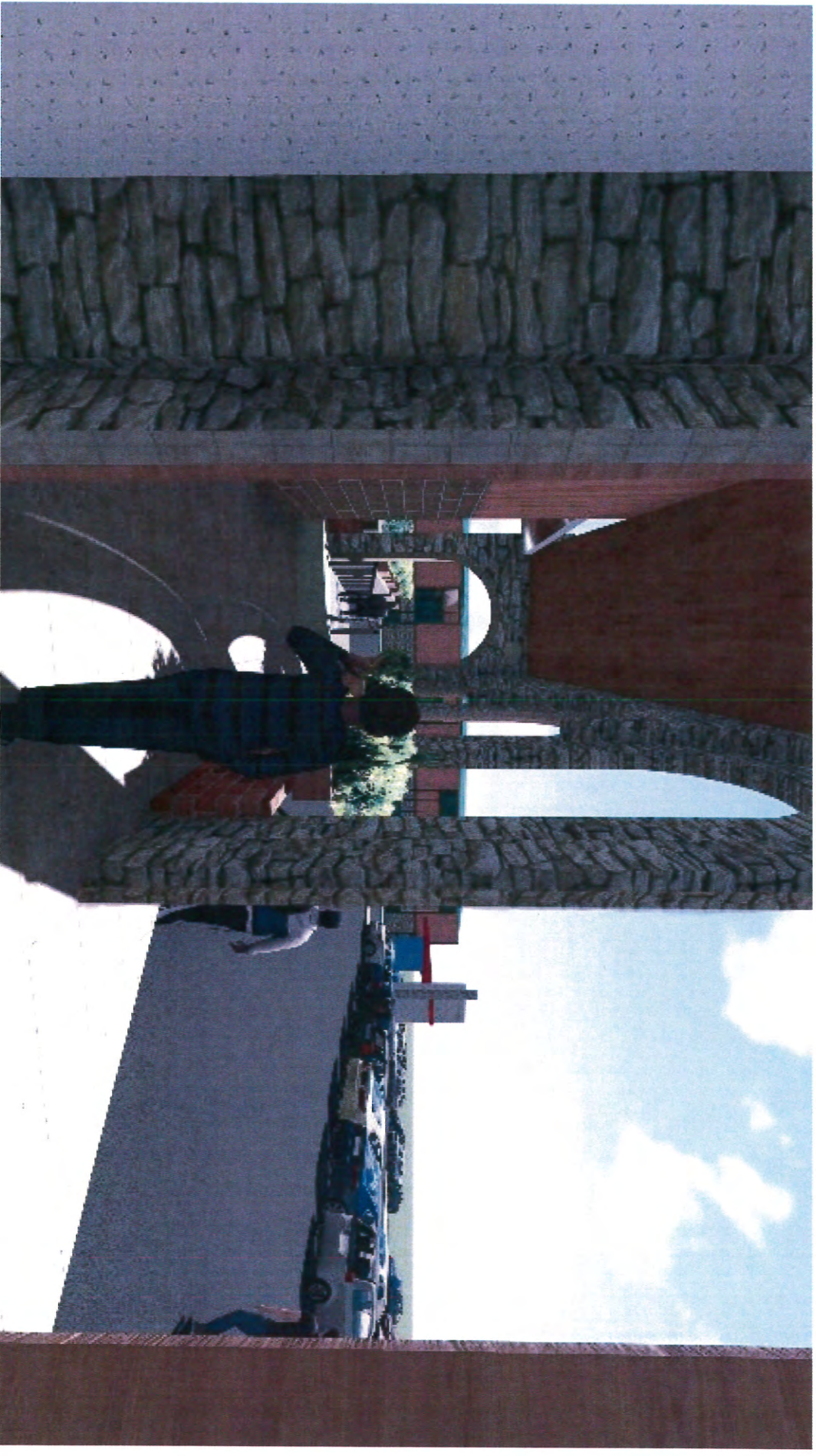
# RENDERING





# RENDERING

Case # DSP-17037 & CP-17005





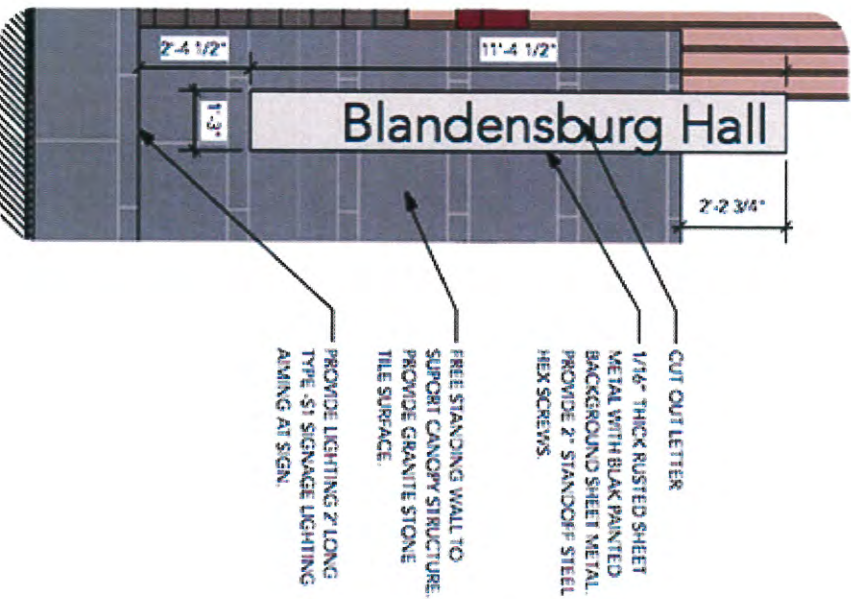
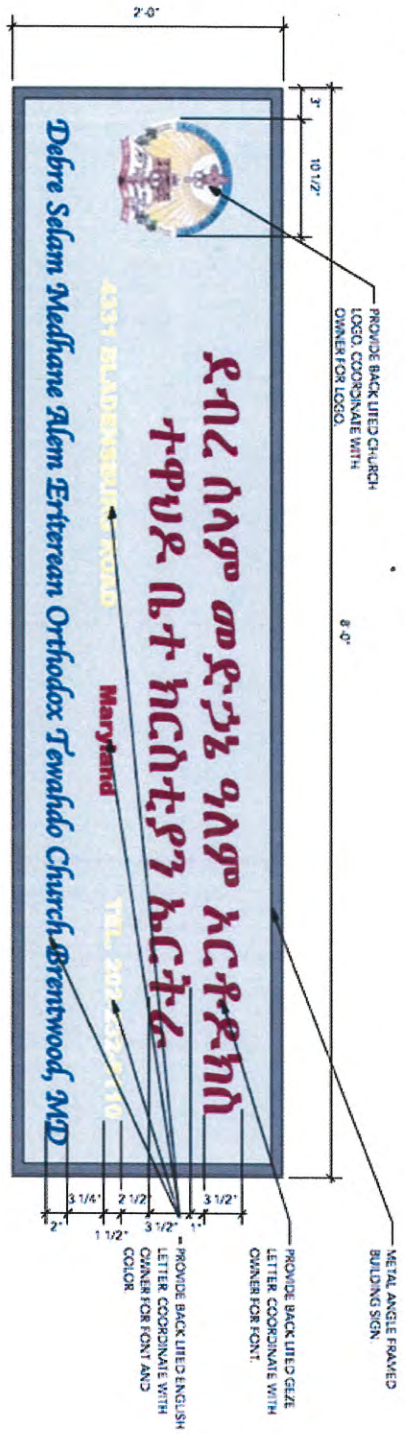
# RENDERING

Case # DSP-17037 & CP-17005





# PROJECT SIGNAGE





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

**Prince George's County Planning Department  
Historic Preservation Section**

**(301) 952-3680  
www.mncppc.org**

March 28, 2018

MEMORANDUM

TO: Ruth Grover, Planner Coordinator  
Subdivision and Zoning Section  
Development Review Division

FROM: Howard Berger, Supervisor  
Robert Krause, Planner Coordinator  
Jennifer Stabler, Archeology Planner Coordinator  
Tyler Smith, Planning Technician  
Historic Preservation Section  
Countywide Planning Division

SUBJECT: **DSP-17037/CP-17005, Eritrean Orthodox Church, Brentwood**

The subject property consists of approximately 2.16 acres located at 4321-4331 Bladensburg Road and 4308 Newark Street in Brentwood, Maryland. The applicant is proposing conversion of the currently vacant buildings formerly used as warehouses into use as a Church. The subject property is zoned M-X-T (D-D-O).

DSP-17037, Eritrean Church is within the Colmar Manor (68-103) documented community and adjacent to the Cottage City National Register Historic District (68-096). The subject property has been extensively graded and extensively disturbed over time. 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. This proposal will not impact any known Prince George's County Historic Sites, Historic Resources, or archeological resources.

I:\HISTORIC\Referrals\2018\DSP-17037\_Eritrean Orthodox Church\_28 March 2018.docx



May 10, 2018

**MEMORANDUM**

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

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

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

**SUBJECT:** **DSP-17037 & CP-17005 Eritrean Orthodox Church**

**DETERMINATIONS**

This application proposes a renovation of a nonresidential existing use less than 10% of gross floor area. Therefore, the structure is exempt from the Development District Standards of the Port Towns Development District Overlay Zone; However, the Development District Standards will apply to improvements for the façade, parking lot, and signage on site.

**BACKGROUND**

**Location:** 4321-4331 Bladensburg Road and 4308 Newark Road

**Size:** 2.16 acres

**Existing Uses:** Vacant buildings, formerly used as distribution warehouses

**Proposal:** This applicant proposes to convert a formerly used distribution warehouses into a church and recreation hall.

**GENERAL PLAN, TRANSIT DISTRICT DEVELOPMENT PLAN, AND ZONING**

**General Plan:** This site is located within the Established Communities policy area. The plan recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries and schools), and infrastructure in these areas (such as sidewalks) to ensure that the needs of the current residents are met.

**Master Plan:**

The 2009 *Approved Port Town Sector Plan and Sectional Map Amendment* indicates the subject property is in the Bladensburg Road Gateway/Main Street Character Area. "On the Colmar Manor side of Bladensburg Road, commercial properties which includes the Port Towns Shopping Center, restaurants and fast-food establishments, and range of other commercial uses, including a medical center, an air

**DSP- 17037 & CP -17005 Eritrean Orthodox Church**

Page 2

condition business, a convenience and liquor store, auto-related uses, and a newspaper distribution facility.” (p. 28) The Master Plan states “Key planning issues in the area include: transforming the existing auto-related corridor into a more pedestrian-friendly and mixed-use boulevard; preserving and enhancing existing residential neighborhoods while providing an adequate transition to uses along Bladensburg Road; making historic resources in the area more accessible and visible; and improving and expanding the open space network” (p. 28)

**Planning Area:** 68

**Community:** Colmar Manor

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

**SMA/Zoning:** The 2009 Approved Port Towns Sectional Map Amendment rezoned the subject property from the Commercial Miscellaneous (C-M) zone to Mixed Use Transportation Oriented (M-X-T) zone and superimposed a Development District Overlay Zone (DDOZ).

**PLANNING COMMENTS**

The property is in the Bladensburg Road Gateway/Main Street Character Area character area within the Development District Overlay Zone (DDOZ). The DDOZ imposes urban design standards developed to implement the plan's vision for the area. The following façade and parking improvements conform to the development district standards.

**Storefront Building Envelope and Architectural Standards:**

**Fenestration**

The following standards apply to exterior walls (page 180):

- “Blank lengths of wall exceeding 20 linear feet are prohibited on all Build-To Lines (BTLs).

The façade on the proposed elevations comply with the goal to enhance the character of area. Since the blank lengths of wall do not exceed 20 linear feet, the proposed façade improvements conform with the development district standards.

**Parking and Loading Standards:**

**Required Parking Spaces**

The following standards apply to parking space (page 198):

“The minimum surface parking spaces shall be 80 percent of the minimum required parking and loading as stated by Section 27-568(a) of Part II of the Zoning Ordinance.

The maximum number of surface parking spaces shall be equal to the minimum required by required parking and loading as stated by Section 27-568(a) of Part II of the Zoning Ordinance.”



The applicant is providing 123 parking spaces for the church, 122 parking spaces for the recreation hall and 44 parking spaces for the classroom activities. As stated on the Detail Site Plan, the recreation hall and classroom activities will not be used concurrently with the church service. The classroom activities will also not be used concurrently with the recreation hall activities. Since the uses are not being used concurrently and the provided parking spaces exceeds the 120 (80 percent of the minimum required parking and loading) requirement for the DDOZ, the parking lot conforms with the development district standards.

Staff determined the following Development Design Standard must comply to ensure that the ultimate development meets the goals of the character area standards.

**Architecture Standards:**

**General Design and Materials**

The following standards apply to signage (page 196):

“Prohibited Signs: Billboards, free-standing pole signs, monument signs, marquees, any kind of animation, roof signs, and signs painted on the exterior walls of buildings are prohibited. No internally lit, flashing, traveling, animated, or intermittent lighting may be on the exterior of any building whether such lighting is of temporary or long-term duration. Portable or wheeled signs and advertising device located outside any building shall not be permitted, pursuant to county regulations.”

The proposed front (south west) and west building elevations indicate the applicant is proposing internally lit box signs. Lighted box signs are prohibited per the Development District Standards. The applicant should submit a new sign proposal in compliance with the Development District Standards.

c: Frederick Stachura, J.D., Supervisor, Neighborhood Revitalization Section, Community Planning Division  
Long-range Agenda Notebook



**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

**MEMORANDUM**

March 29, 2018

TO: Ruth Grover, Urban Design, Development Review Division  
VIA: Tom Masog, Transportation Planning Section, Countywide Planning Division  
FROM: Glen Burton, Transportation Planning Section, Countywide Planning Division  
SUBJECT: DSP-17037, Eritrean Orthodox Church

The Transportation Planning Section has reviewed the Detailed Site Plan (DSP) application referenced above. The site consists of 2.16 acres in the M-X-T Zone. The property fronts on the south side of Bladensburg Road, and east of 43<sup>rd</sup> Avenue in Bladensburg. The applicant is proposing the re-purposing of two existing buildings on the subject property. The two buildings have a combined gross floor area (GFA) of 21,646 square feet. Both buildings are currently being used for warehousing. The applicant is proposing to convert one of the buildings to a church, while the other will be converted to a community multi-purpose use.

**Traffic Impact**

There is no evidence that the subject property was ever tested for transportation adequacy within the past six years. Consequently, pursuant to Section 27-546(d) of the county code, a DSP application within an M-X-T zone must demonstrate that the proposed development will meet the transportation adequacy threshold.

The property is currently improved with 21,646 square feet of warehousing development. Using trip generation rates from the "Transportation Review Guidelines" 2012, the existing buildings are currently generating eight AM peak hour trips and eight PM peak hour trips during the weekdays. However, the proposed 12,000 square feet of church use will generate only seven trips during either peak hour during the weekdays. Regarding, the proposed multi-purpose community building, it is anticipated that most of the activities will be relegated to off-peak hours. Therefore, staff is concluding that the change of use will not have any impact on weekday traffic operations on the adjacent street network.

Since most church services, which are the main uses and traffic generator for churches occur on Sundays, staff has requested a peak-period turning movement count at the critical intersection of Bladensburg Road and 43<sup>rd</sup> Avenue intersection. An analysis of this count reveals that during the peak hour of 12:00 PM to 1:00 PM, the intersection operates with a delay of 17 seconds, which is well below the 50-second adequacy threshold. Using rates from the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 10th Edition*, a church (560) with a GFA of 12,000 square feet will generate 162 trips (fitted curve) during the peak hour of operation. A second analyses with the inclusion of the site traffic revealed a delay of 48.9 seconds. Staff concludes that the proposed development will operate adequately during weekday peak hours as well as the Sunday peak period.



**Master Plan and Review Comments**

The property is located in an area where the development policies are governed by the *2009 Approved Port Towns and Proposed Sectional Map Amendment, as well as the 2009 Approved Countywide Master Plan of Transportation*. The property fronts on Bladensburg Road, a master planned arterial road (A-17). This road is currently built to its ultimate master plan cross section. Consequently, no additional right-of-way will be required.

The plan proposes 123 parking spaces, of which only 120 are required by code. In terms of on-site circulation, staff finds no issue with the site plan as currently proposed. There is no mix of uses that could potentially share parking on this site.

**Conclusion**

Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a Detailed Site Plan.

March 2, 2018

**MEMORANDUM**

**TO:** Ruth Grover, Urban Design Section

**VIA:** Sherri Conner, Subdivision and Zoning Section *SC*

**FROM:** Amber Turnquest, Subdivision and Zoning Section *AT*

**SUBJECT:** DSP-17037, CP-17005, Eritrean Church

The subject property is located on Tax Map 50 in Grids B3, B4, C3, and C4; consists of 2.16 acres, and is known as Lots 18–34 and 58–72 of the Lennox subdivision recorded in Plat Book RNR 2-54 on May 29, 1920. The property is zoned Mixed Use- Transportation Oriented (M-X-T) within a Development District Overlay (D-D-O) and Chesapeake Bay Critical Overlay (I-D-O) zones and is subject to the 2009 *Approved Port Towns Sector Plan and Sectional Map Amendment*. The applicant has submitted this detailed site plan (DSP) and Chesapeake Bay Conservation Plan (CP) to convert 21,646 square feet of currently vacant buildings, that were formerly used as a warehouse, to a church and multi-purpose center.

The property is not subject to an existing preliminary plan of subdivision (PPS). In accordance with Section 24-107 of the Subdivision Regulations, the division and development of more than 5,000 square feet will require a PPS.

Section 24-111(c) of the Subdivision Regulation requires the following:

- (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
  - (1) **The proposed use is for a single-family detached dwelling(s) and uses accessory thereto; or**
  - (2) **The total development proposed for the final plat on a property that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code and does not exceed five thousand (5,000) square feet of gross floor area; or**
  - (3) **The development proposed is in addition to a development in existence prior to January 1, 1990, and does not exceed five thousand (5,000) square feet of gross floor area; or**



- (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of a site that is not subject to a Regulating Plan approved in accordance with Subtitle 27A of the County Code, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

The resubdivision of the site is not required at this time because no additional development is proposed.

The applicant should be advised that any development or redevelopment of the site will need to meet the exemption criteria of Section 24-111(c)(1-4) or resubdivision may be required. The bearings and distances that are shown on the submitted DSP are consistent with the recorded plat for the property.

#### **Plan Comments**

1. The Transportation Planning Section should evaluate the extent of the Master Plan arterial road (A-17) along lots 18 and 19 for possible right-of-way dedication.

This referral is provided for the purpose of determining conformance with the underlying Subdivision approvals on the subject property and Subtitle 24.



**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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May 1, 2018

**MEMORANDUM**

TO: Ruth Grover, Development Review Division  
FROM: Marc Lewis-DeGrace, AICP, Transportation Planning Section, Countywide Planning Division  
VIA: Fred Shaffer, Transportation Planning Section, Countywide Planning Division  
SUBJECT: Detailed Site Plan and Conservation 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 to provide the appropriate recommendations.

Detailed Site Plan Number: DSP-17037 and CP-17005

Name: Debre Selam Medhane Alem Eritrean Orthodox Church

Type of Master Plan Bikeway or Trail

Municipal R.O.W.*	<u>  X  </u>	Public Use Trail Easement	<u>      </u>
PG Co. R.O.W.*	<u>      </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.

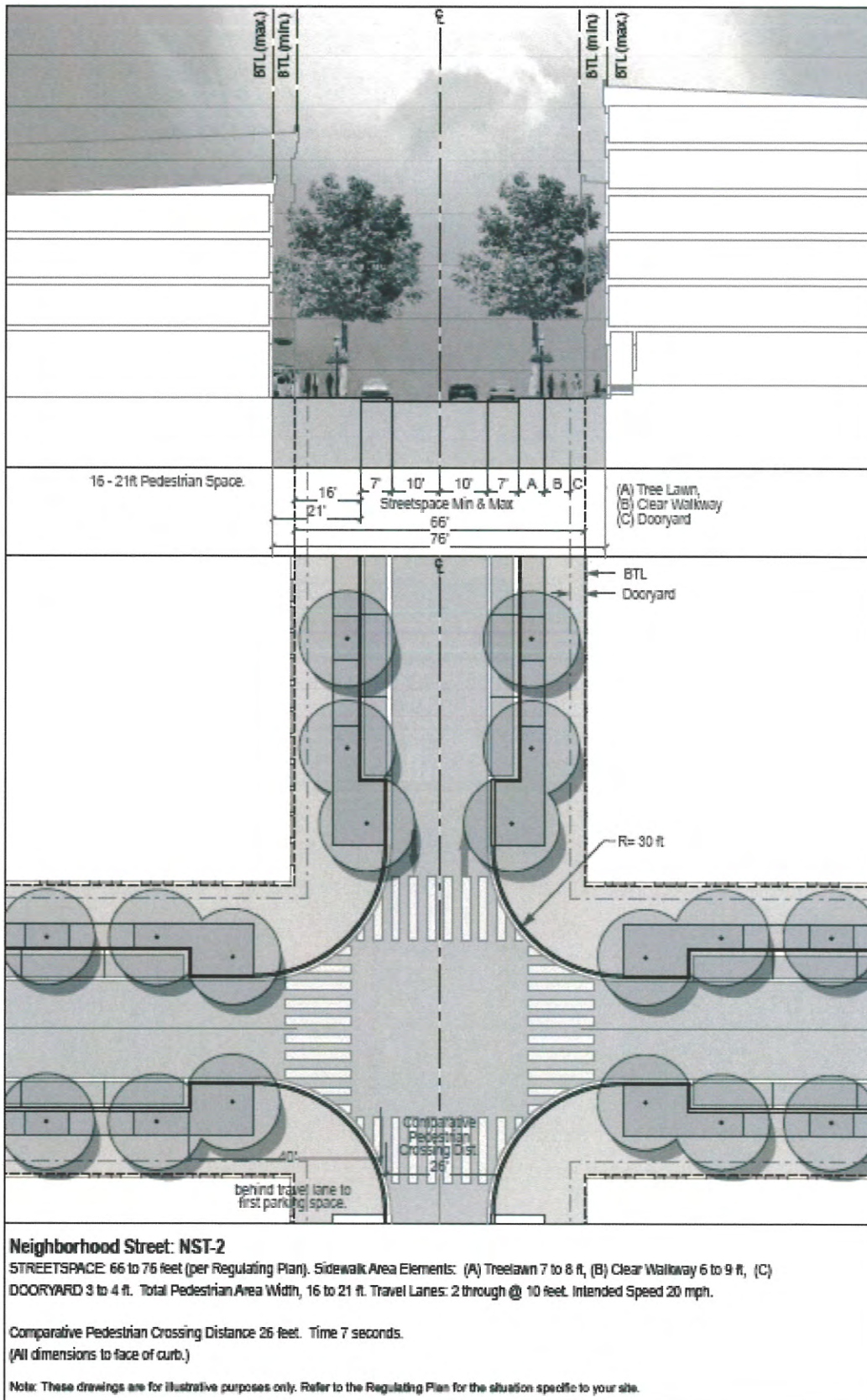
The Transportation Planning Section has reviewed the detailed site plan application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the applicable area master plan to implement planned trails, bikeways, and pedestrian improvements.

**Background:**

The subject application proposes the redevelopment of an existing commercial building to a religious institution. The subject property is located along the south side of Bladensburg Road (Alternate US 1), bounded by the Anacostia River to the east and Newark Road to the south. The site is covered by the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Approved 2009 Approved Port Town Sector Plan and Sectional Map Amendment (area master plan).

The property is located within a designated Center or Corridor (Port Towns); however, since this is not a Preliminary Plan, it is not subject to Section 24-124.01 and the Transportation Review Guidelines – Part





## **Recommendation**

Prior to signature approval of the Detailed Site Plan the following modifications shall be made:

- a. Provide bicycle racks accommodating a minimum of five bicycles at both the community center and church buildings.
- b. Provide a minimum six-foot wide sidewalk along the subject site's entire frontage of Newark Road consistent with NST-2 of the DDS, unless modified by DPIE or the City of Colmar Manor.
- c. Provide one sidewalk/crosswalk connection from the existing sidewalk along Bladensburg Road to the church entrance.
- d. Provide one sidewalk connection from Newark Road to the Community Center entrance.



April 13, 2018

**MEMORANDUM**

**TO:** Ruth Grover, Planner Coordinator, Urban Design Section

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

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

**SUBJECT:** Eritrean Church; DSP-17037, and CP-17005

The Environmental Planning Section (EPS) has reviewed the revised Detailed Site Plan, DSP-17037, and Chesapeake Bay Critical Area Plan, CP-17005, received by the Environmental Planning Section on February 5, 2018. The Environmental Planning Section recommends approval of DSP-17031 and CP-17005 with the following recommended conditions.

**Background**

The Environmental Planning Section has not previously reviewed a development plan or Conservation Plan for this case. This project is not subject to the 2010 Woodland and Wildlife Habitat Conservation Ordinance (WCO) and the environmental technical manual, because it is located with the Chesapeake Bay Critical Area. An approved Natural Resource Inventory Equivalency Letter (NRI-170-2016), accompanied by an approved floodplain exhibit subsequently confirmed by the Prince George’s Department of Permitting, Inspections and Enforcement (DPIE) was submitted.

**Proposed Activity**

This subject application is for the conversion of existing buildings to a church within the Chesapeake Bay Critical Area (CBCA). The subject property is zoned M-X-T (D-D-O). This site is within the Intensely Development Overlay (IDO) zone of the CBCA. The construction of a church requires approval of a detailed site plan in the M-X-T zone per the Bladensburg Road Main Street Character Area within the Port Towns Sector Plan.

**Site Description**

The 2.16-acre site is located approximately 250 feet east along the southeastern corner of the intersection of 43<sup>rd</sup> Avenue with Bladensburg Road at 4331 Bladensburg Road in Brentwood. The property is currently developed with existing parking/pavement and two buildings. There is 100-year floodplain located on the site. No other environmental features, including Primary and Secondary buffer, occur on the site. There are no specimen trees onsite. The site does not front scenic or historic roads. 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. This entire site is located within the Regulated Area of the Green Infrastructure Network. The Web Soil Survey indicates that the site is comprised of Issue-Urban land complex, occasionally flooded; and Urban land-Zekiah complex (0-2% slopes) soil types.

### **Chesapeake Bay Critical Area Commission (CAC) Review**

Comments dated April 11, 2018 were received from the staff of the CAC regarding this case. In their letter they requested that their draft Environmental Site Design (ESD) worksheet be completed by the applicant and submitted to the CAC for review. The worksheet can be found on their website at <http://dnr.maryland.gov/criticalarea/Pages/stormwater.aspx>. A copy of this worksheet shall be placed on the conservation plan since the format of the 10% pollution reduction calculations used on the approved stormwater concept plan did not follow this template format. The ESD worksheet must be completed and shown on the CP prior to certification.

**Recommended Condition:** Prior to certification of the conservation plan, the applicant shall complete the Environmental Site Design (ESD) worksheet and place it on the conservation plan after it has been approved by the Chesapeake Bay Critical Area Commission (CAC).

### **Variances**

This application does not require a CBCA variance request for the proposed development.

### **Environmental Review**

This application proposes to remove existing impervious areas and replace them with stormwater management and landscape areas, for a net decrease in lot coverage. Currently, the site's impervious area is 56,802.4 square feet. With this application, the new impervious area will be 56,364.4 square feet (59.9 percent of the site), a reduction of 438 square feet of impervious surface according to the approved stormwater management concept plan (#52791-2016). There is no maximum for CBCA lot coverage within the IDO; however, conformance with the CBCA 10% pollutant reduction requirement must be demonstrated by placing the CAC's ESD worksheet on the plan. No developed woodland is required in the IDO.

### **Natural Resource Inventory**

The site has an approved Natural Resources Inventory Equivalency Letter (NRI-170-2016) with a confirmed floodplain exhibit approved by DPIE. The site does not contain Primary or secondary buffer due to the isolated configuration of the floodplain.

### **Department of Permitting, Inspections and Enforcement (DPIE) – Review**

A copy of the approved Stormwater Management Concept Plan (CP) and letter (52731-2016-00) dated November 17, 2017, were submitted with the subject application. The concept plan shows stormwater to be directed from the roof tops of each building into a bio-retention area for pre-treatment before discharging off-site along Newark Road.

According to the approval letter, since the project proposes less than 5,000 square feet of disturbance it is exempt from storm water management requirements. Also according to the approval letter, the micro-bioretenion area has been proposed to satisfy CBCA's 10% stormwater management rule; however, the



CAC's ESD worksheet must be added to the plan. The CP is consistent with the stormwater concept plan.

No additional information is required with regard to the stormwater management.

#### **United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Review**

At this time, no comments have been received by the USDA NRCS staff concerning erosion and sediment control for this case.

#### **Chesapeake Bay Critical Area Conservation Plan**

The plan is labeled as a "CBCA Conservation Plan" and contains all required information such as existing and proposed conditions, and Lot Coverage Calculations.

The following minor plan revisions are required prior to certification of the plan. Remove Table B and Table B-1 from the plan since there is no minimum CBCA lot coverage requirement in the I-D-O zone. Table A indicates that the zoning percent of lot coverage allowed is 100%; however, it is actually 23 percent within the M-X-T zone. The format used on Table A is also out of date. The Table A calculations must be revised using the correct maximum zoning lot coverage using the current standard worksheet. The Property Owner's Awareness certificate has been added to both sheets of the plan; however, it has not been signed by the property owner or owner's representative. The property owner or representative must sign the awareness block on each sheet of the plan prior to certification. There is no minimum developed woodland requirement within the I-D-O zone so the developed woodland calculations table is not required and must be removed from the Conservation Plan.

**Recommended Condition:** Prior to certification of the Conservation Plan, the plan shall be revised as follows:

- a. Remove Tables B and B-1 from the plan.
- b. Revise Table A using the current worksheet template and the correct allowable lot coverage for the existing M-X-T zone.
- c. Have the owner or owner's representative sign the awareness block on each sheet.
- d. Remove the developed woodland calculations table from the plan.

#### **Buffer Management Plan**

A Buffer Management Plan is not required as the site is not within the Primary or Secondary Buffer.

#### **Chesapeake Bay Conservation and Planting Agreement**

A Chesapeake Bay Conservation and Planting Agreement will be required to be executed and recorded prior to certification approval for development of the site.

**Recommended Condition:** Prior to certification of the Conservation Plan, the applicant shall execute and record a Chesapeake Bay Conservation and Planting Agreement. The agreement shall be reviewed by the County prior to recordation. The applicant shall provide a copy of the recorded agreement to M-NCPPC and the liber/folio shall be shown below the Conservation Plan approval block.

#### **Chesapeake Bay Conservation Easement**

A Conservation Easement will not be required for this site. The site does not contain any woodland that is to remain.

### **Summary of Recommended Conditions**

The Environmental Planning Section recommends approval of DSP-17037, and CP-17005 subject to the following conditions:

### **Recommended Conditions**

1. Prior to certification of the conservation plan, the applicant shall complete the Environmental Site Design (ESD) worksheet and place it on the conservation plan after it has been approved by the Chesapeake Bay Critical Area Commission (CAC).
2. Prior to certification of the Conservation Plan, the plan shall be revised as follows:
  - a. Remove Tables B and B-1 from the plan.
  - b. Revise Table A using the current worksheet template and the correct allowable lot coverage for the existing M-X-T zone.
  - c. Have the owner or owner's representative sign the awareness block on each sheet.
  - d. Remove the developed woodland calculations table from the plan.
3. Prior to certification of the Conservation Plan, the applicant shall execute and record a Chesapeake Bay Conservation and Planting Agreement. The agreement shall be reviewed by the County prior to recordation. The applicant shall provide a copy of the recorded agreement to M-NCPPC and the liber/folio shall be shown below the Conservation Plan approval block.



March 2, 2018

**MEMORANDUM**

TO: Ruth Grover, Planning Coordinator, Urban Design Section  
FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section  
SUBJECT: DSP-17037 and CP-17005 – Eritrean Church

1. The property is in the M-X-T Zone. Standards for the M-X-T Zone are set by the Planning Board.
2. Add the quantity of Building “B” Exterior Signage to Sheet ARCP-DSP\_17037\_004.
3. Clearly identify the location of the Building “B” Exterior Signage on the detailed site plan, pursuant to Section 27-614(a) of the Zoning Ordinance.
4. For clarification, there is a classroom, but it is not a school or day care?
5. Add the mounting details of the Church Building Exterior Signage to Sheet ARCP-DSP\_17037\_004, pursuant to Section 27-596(c)(4) of the Zoning Ordinance.

## Grover, Ruth

---

**From:** Reilly, James V <JVReilly@co.pg.md.us>  
**Sent:** Sunday, April 01, 2018 11:11 PM  
**To:** Grover, Ruth  
**Subject:** FW: EPlan re-referral for DSP-17037 & CP-17005, Eritrean Church via DROPBOX DUE APRIL 2

Good Evening Ms. Grover,

The Office of the Fire Marshal has reviewed the DSP below for fire access. Generally the site seems to provide adequate fire access with 22' drive aisles throughout most of the site. The applicant could receive comments regarding the area in front of the community building where aisle width diminishes to 21'3". This area also might be viewed as a dead end of greater than 150'. Despite these two possible areas of concern, we have believe the proposed DSP appears to show adequate fire access. Regards. Jim

**James V. Reilly**  
Assistant Fire Chief



Office of the Fire Marshal  
Division of Fire Prevention and Life Safety  
Prince George's County Fire and EMS Department  
6820 Webster Street, Landover Hills, MD 20784  
Office: 301-583-1830  
Direct: 301-583-1838  
Cell: 240-508-4931  
Fax: 301-583-1945  
Email: jvreilly@co.pg.md.us

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**From:** Davis, Lisa [mailto:Lisa.Davis@ppd.mncppc.org]  
**Sent:** Friday, March 30, 2018 7:49 AM  
**To:** Reilly, James V  
**Subject:** FW: EPlan re-referral for DSP-17037 & CP-17005, Eritrean Church via DROPBOX DUE APRIL 2

All,

This is an EPlan Re-referral for Eritrean Church, DSP-17037 & CP-17005.  
Please submit all comments by April 2nd to Ruth Grover [Ruth.Grover@ppd.mncppc.org](mailto:Ruth.Grover@ppd.mncppc.org)  
Click on the hyperlink below to view case:

<https://www.dropbox.com/sh/2v1w646aitb60cg/AABh2iMGXdtly7VYq6NaswwJa?dl=0>

Thank you.





Rushern L. Baker, III  
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT  
Department of Permitting, Inspections and Enforcement  
Site/Road Plan Review Division



MEMORANDUM

March 7, 2018

**TO:** Ruth Grover, Urban Design Section  
Development Review Division, M-NCPPC

**FROM:** Mary C. Giles, P.E., Associate Director  
Site/Road Plan Review Division, DPIE

**RE:** Eritrean Orthodox Church  
Detailed Site Plan No. DSP-17037, CP-17005

**CR:** Bladensburg Road (MD ALT-1)  
**CR:** Newark Road (City of Bladensburg)

*May 3-7-18*



In response to the Detailed Site Plan No. DSP-17073 referral, the Department of Permitting, Inspections and Enforcement (DPIE) offers the following:

- The project is located on the south side of Bladensburg Road with rear access from Newark Street. None of the cross roads are County-Maintained Roads. The Project site is adjacent to a commercial building on its west side and Anacostia Trail.
- Applicant is proposing renovation of interior warehouse building for church use.
- Applicant will be required to modify the building and site to comply with ADA. All permit plans shall address this at time of permit.
- The proposed Detailed Site Plan DSP -17037 is consistent with Site Development Concept Plan Number 52791-2016-0.
- This site is impacted by floodplain. Applicant shall secure approved 100-year floodplain delineation and floodplain easements prior to permit issuance.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:
  - a) Final site layout, exact impervious area locations are shown on plans;

Ruth Grover  
March 7, 2018  
Page 2

- b) Exact acreage of impervious areas has been provided on the concept plan;
- c) Proposed grading is shown on plans;
- d) Delineated drainage areas at all points of discharge from the site have been provided on the concept plan;
- e) Stormwater volume computations have been provided with the concept plan;
- f) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in this submittal;
- g) A narrative in accordance with the Code has not been provided.

Please submit any additional information described above for further review at time of fine grading permit.

If you have any questions or need additional information, please contact Mr. Steve Snyder, District Engineer for the area, at 301.883.5710.

MCG:DJK:dar

cc: Cipriana Thompson, P.E., Chief, Traffic Engineering, DPIE  
Steve Snyder, P.E., District Engineer, S/RPRD, DPIE  
Mary Rea, Planner, S/RPRD, DPIE  
Salman Babar, Engineer, S/RPRD, DPIE  
Dana Karzoun, Engineer, S/RPRD, DPIE  
Debre Selam Medhane, 150 South Street, N.W. Washington, DC 20001  
AAH Consultants, 4200 Forbes Blvd. Ste 111, Lanham, MD 20706



Larry Hogan  
*Governor*  
Boyd K. Rutherford  
*Lt. Governor*



Charles C. Deegan  
*Chairman*  
Kate Charbonneau  
*Executive Director*

**STATE OF MARYLAND  
CRITICAL AREA COMMISSION  
CHESAPEAKE AND ATLANTIC COASTAL BAYS**  
1804 West Street, Suite 100, Annapolis, Maryland 21401  
(410) 260-3460 Fax: (410) 974-5338  
[www.dnr.state.md.us/criticalarea/](http://www.dnr.state.md.us/criticalarea/)

April 11, 2018

Ms. Ruth Grover  
The Maryland-National Capital Park and  
Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

Re: Eritrean Church – DSP 17037 (CP-17005)

Dear Ms. Grover,

Thank you forwarding the above referenced project. The applicants propose to conduct internal renovations to existing buildings on a property designated as Intensely Developed Overlay (IDO). This lot is 2.16 acres. Of the 2.16 acres, 1.79 acres of the property is impervious and is developed with a parking lot area and the two buildings. There will be no increase in impervious surface on site. However, portions of the existing parking lot will be removed to install pervious pavers and to add a microbioretention area (694 sf).

Please have the applicant complete our draft Environmental Site Design (ESD) worksheet which can be located on our website at <http://dnr.maryland.gov/criticalarea/Pages/stormwater.aspx>. Once completed, this worksheet can be emailed to me for review.

Thank you. If you have any questions, do not hesitate to call at 410-260-3476. The worksheet can be sent to me at [julie.roberts@maryland.gov](mailto:julie.roberts@maryland.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Julie Roberts".

Julie Roberts  
Natural Resources Planner

PG 149-18

Cc via email: Marc Juba, M-NCPPC





*Division of Environmental Health/Disease Control*

Date: February 20, 2018

To: Ruth Grover, Urban Design, M-NCPPC

From: Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/Policy Program

Re: DSP-17037 & CP-17005, Eritrean Church

The Environmental Engineering Program of the Prince George's County Health Department has completed a health impact assessment review of the detailed site plan submission for Eritrean Church and has the following comments and/or recommendations:

1. The applicant is proposing to incorporate bioretention features surrounding the community center and adjacent to the car parking lot. Bioretention features have the potential to become habitats for mosquitoes and other disease vectors due to the presence of organic matter and shallow water. The applicant should ensure that the bioretention features are properly designed and managed to prevent habitats for disease vectors and reduce the risk of human exposure to disease vectors given the proximity of pedestrian traffic, gathering spaces, and active recreation facilities.
2. Due to the age of the existing structure and the nature of the conversion from warehouses to a church and multipurpose community center, it is anticipated that the interior renovation may encounter lead paint hazards. In light of that possibility, the applicant is informed of the following:
  - a. The Maryland Department of the Environment shall be notified at least 24 hours prior to the start date of any lead paint abatement project in a residential building.
  - b. During the demolition/construction/renovation phases of this project, the applicant must use certified lead paint abatement contractors licensed by the Maryland Department of the Environment.
3. During the 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.
4. During the 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.

If you have any questions or need additional information, please contact me at 301-883-7677 or [aoadepoju@co.pg.md.us](mailto:aoadepoju@co.pg.md.us)



Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)



## Grover, Ruth

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**From:** Kwesi Woodroffe <kwoodroffe@sha.state.md.us>  
**Sent:** Monday, February 05, 2018 11:56 AM  
**To:** Grover, Ruth  
**Subject:** RE: EPlan referral for DSP-17037 & CP-17005, Eritrean Church via DROPBOX

Good morning Ruth.

I reviewed the subject referral and no work is being proposed in the SHA r/w, so I have no comments or objection.

Thanks, Kwesi  
(301) 513-7347

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**From:** ePlan [mailto:ePlan@ppd.mncppc.org]  
**Sent:** Monday, February 05, 2018 11:37 AM  
**To:** Smith, Tyler <tyler.smith@ppd.mncppc.org>; Berger, Howard <Howard.Berger@ppd.mncppc.org>; Stabler, Jennifer <Jennifer.Stabler@ppd.mncppc.org>; Henderson, Tamika <Tamika.Henderson@ppd.mncppc.org>; Masog, Tom <Tom.Masog@ppd.mncppc.org>; Burton, Glen <Glen.Burton@ppd.mncppc.org>; Conner, Sherri <sherri.conner@ppd.mncppc.org>; Dixon, June <june.dixon@ppd.mncppc.org>; Chaconas, Sheila <Sheila.Chaconas@ppd.mncppc.org>; Shaffer, Fred <Fred.Shaffer@ppd.mncppc.org>; Gallagher Deborah L <Deborah.Gallagher@ppd.mncppc.org>; Linkins, John <John.Linkins@ppd.mncppc.org>; Fields, Ernest <Ernest.Fields@ppd.mncppc.org>; Shoulars, Katina <Katina.Shoulars@ppd.mncppc.org>; Kmoladeinde@co.pg.md.us; 'DARichards@co.pg.md.us' <DARichards@co.pg.md.us>; tgaskins@co.pg.md.us; 'BEDevaney@co.pg.md.us' <BEDevaney@co.pg.md.us>; 'mreichwein@co.pg.md.us' <mreichwein@co.pg.md.us>; jtarr@co.pg.md.us; Kwesi Woodroffe <kwoodroffe@sha.state.md.us>; #DSGINTAKE@WSSCWATER.com; mark.g.larsen@verizo.com; jkoroma@pepco.com; wknard@pepcoholdings.com; Nick Kelly -DNR- <nick.kelly@maryland.gov>; Julie Roberts -DNR- <julie.roberts@maryland.gov>; kcooper@colmarmanor.org; Martha.Nichols@Brentwoodmd.gov; townhall@edmonstonmd.gov; mayormiles@gmail.com; townhall@cottagecitymd.gov; wjames@bladensburg.net; dsandlin@bladensburg.net; info@northbrentwood.com; Chollingsworth@hyattsville.org  
**Cc:** Grover, Ruth <Ruth.Grover@ppd.mncppc.org>; Kosack, Jill <Jill.Kosack@ppd.mncppc.org>; Summerlin, Cheryl <Cheryl.Summerlin@ppd.mncppc.org>; Walker, Tineya <tineya.walker@ppd.mncppc.org>; Davis, Lisa <Lisa.Davis@ppd.mncppc.org>; Fairley, Lillian <Lillian.Fairley@ppd.mncppc.org>; Alam, Taslima <Taslima.Alam@ppd.mncppc.org>; Clifford, Keegan <Keegan.Clifford@ppd.mncppc.org>; AAHUSBANDS <AAHUSBANDS@GMAIL.COM>  
**Subject:** EPlan referral for DSP-17037 & CP-17005, Eritrean Church via DROPBOX

All,

This is an EPlan referral for Eritrean Church, DSP-17037 & CP-17005. This case was officially accepted as of today, February 5<sup>th</sup> 2018. SDRC is scheduled for February 23<sup>rd</sup> 2018. Please submit ALL comments to Ruth Grover (emailed attached). Click on the hyperlink to view case: <https://www.dropbox.com/sh/mnsdayetub2ir40/AAAwbCpsIYK-MfVcjzm-NOPHa?dl=0>.

Thank you.



*Larry Hogan, Governor*  
*Boyd Rutherford, Lt. Governor*  
*Mark Belton, Secretary*  
*Joanne Throwe, Deputy Secretary*

June 22, 2017

Mr. Matthew T. Wright  
Wright Environmental & Land Services, LLC  
1418 Baltimore Street  
Suite 12-213  
Hanover, Pennsylvania 17331

**RE: Environmental Review for 4321-4331 Bladensburg Road and 4308 Newark Road, Lots 18-34 and 58-72, Brentwood, Prince George's County, Maryland.**

Dear Mr. Wright:

The Wildlife and Heritage Service has determined that there are no official State or Federal records for listed plant or animal species within the delineated area shown on the map provided. As a result, we have no specific concerns regarding potential impacts or recommendations for protection measures at this time. Please let us know however if the limits of proposed disturbance or overall site boundaries change and we will provide you with an updated evaluation.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

A handwritten signature in black ink that reads "Lori A. Byrne".

Lori A. Byrne,  
Environmental Review Coordinator  
Wildlife and Heritage Service  
MD Dept. of Natural Resources

ER# 2017.0899.pg  
Cc: C. Shearin, CAC

**IN RE:** **DETAILED SITE PLAN NO. DSP-17037**  
**CONSERVATION PLAN NO. CP-17005**

**APPLICANT:** Debre Selam Medhane Alem Eritrean Orthodox Church

**AGENT/  
CORRESPONDENT:** Lawrence N. Taub, Esquire  
Nathaniel Forman, Esquire  
O'Malley, Miles, Nylan & Gilmore, P.A.  
11785 Beltsville Drive, 10<sup>th</sup> Floor  
Calverton, MD 20785

### **STATEMENT OF JUSTIFICATION**

The Applicant hereby requests approval of a Detailed Site Plan ("DSP") for use of a church and a community building in accordance with Subtitle 27 of the Prince George's Zoning Ordinance ("Zoning Ordinance"), on approximately 2.16-acres of land, located at 4321-4331 Bladensburg Road within the Town of Colmar Manor, Maryland, which is comprised of Lots 18-34 and 58-72 of the Lenox Subdivision as shown on Plat Book 2, Plat No. 54, filed among the land records of Prince George's County ("Subject Property"). The Subject Property is located on the south side of Bladensburg Road, west of the Anacostia River. It was zoned M-X-T/D-D-O through the 2009 Approved Port Towns Sector Plan and Sectional Map Amendment ("Port Towns Sector Plan" or "Sector Plan"), and within that Sector Plan, it is shown as being located within the Bladensburg Road Gateway/Main Street (BBRD) Character Area. The Subject Property is bounded by commercial and industrial uses zoned M-X-T to the west, the Anacostia River and public land owned by the M-NCPPC to the east, commercial uses across Bladensburg Road to the north, and single-family homes in the R-55 zone to the south. The Table of Uses for the BBRD Character Area within the Port Towns Sector Plan shows that a church is permitted by right, subject to Detailed Site Plan approval, and a community building is permitted by right.

#### **I. PROPERTY**

The Subject Property is the site of the former National News Agency, which was approved for newspaper publishing and printing through Permit No. 2952-94-CU in 1994, and again in 2012 through Permit No. 976-2012-U. The site is improved with two buildings: the one closest to Bladensburg Road, consisting of approximately 9,600 square feet, was the main building for National News, housing its offices, machinery and warehouse space; the other building, closer to Newark Street, consisting of approximately 12,000 square feet, was previously occupied by various industrial uses. Of the 2.16-acres, a total of 1.79 acres is covered by impervious pavement. The Applicant does not propose to increase the square footage, or change the configuration, of either building; it plans only to redevelop the interior of the former National News building into a 600-seat church, while the other building will be redeveloped into a community building with classrooms, recreational areas, and meeting space that will serve not



only the church, but also the greater community. The total floor area ratio of both buildings on the property is 0.255.

Church services will be held on Sundays from 9:00 am to 2:00 pm, while bible study will be held generally Wednesday evenings from 6:00 pm to 10:00 pm. Religious school classes will not be held at the same time as church services. The site will be served by 123 parking spaces (117 off-street and 6 on-street). Because use of the church and community building will not overlap, the number of parking spaces provided by the Applicant is sufficient to satisfy the required parking for each individual use. A portion of the current impervious surface will be turned into additional green space, resulting in a net addition of green space.

## II. CONFORMANCE WITH SUBMITTAL REQUIREMENTS

Page 152 of the Port Towns Sector Plan lists documents that each applicant is required to submit for review during detailed site plan review. The required documents have been submitted, as required:

1. An aerial photograph of the site and a general location map.
2. A narrative and graphic description of the proposed development including a site plan that clearly identifies:
  - a. Location of all improvements.
  - b. Build-to-lines.
  - c. Overall site dimensions.
  - d. Location of utilities.
  - e. Existing trees (caliper and type)
  - f. Landscaping.
  - g. Paved surfaces and type of paving material
  - h. Zoning, existing improvements, streets, alleys, sidewalks, and curb lines within 150 feet of the site.
  - i. Existing and proposed rights-of-way and existing street centerline.
3. Detailed architectural plans for all elevations, a detailed landscape and circulation plan, and a detailed lighting plan.
4. Building sections and floor plans that show floor-to-ceiling heights and GFA.
5. If adjacent to a single-family residential neighborhood, submit photographs and locations of properties within 150 feet that show massing, scale, materials, and roof pitches of single-family homes.
6. Sign permit applications shall submit both sign details and a graphic representation of the location of the proposed sign on the building.
7. A parking schedule and plan.
8. Supporting documentation where requested in the development district standards (e.g. streetscape or parking provisions).

### III. CONFORMANCE TO THE ZONING ORDINANCE

#### A. Conformance to § 27-281(b):

The proposed development conforms to the general purposes of Detailed Site Plans pursuant to § 27-281(b), described in more detail below:

(b) General purposes.

(1) The general purposes of Detailed Site Plans are:

- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;
- (B) To help fulfill the purposes of the zone in which the land is located;
- (C) To provide for development in accordance with the site design guidelines established in this Division; and
- (D) To provide approval procedures that are easy to understand and consistent for all types of Detailed Site Plans.

*The Subject Property is zoned M-X-T and is located on the south side of Bladensburg Road, just west of the Anacostia River. A mixed-use development is proposed on the site of the former National News property, which was used for distribution and warehousing pursuant to the purposes of the M-X-T Zone [?]. This proposed redevelopment will transform an industrial property at this location into a neighborhood institutional site to be occupied by a church and a community building, that includes classroom and civic space. The conversion of a former industrial property to a church/civic use will support the mixed-use goals of the Bladensburg Road Gateway /Main Street Character Area within the Port Towns Sector Plan, promoting, among other things, one of the "Key planning issues" for this Character Area, specifically "preserving and enhancing existing residential neighborhoods while providing an adequate transition to uses along Bladensburg Road."*

#### B. Conformance to § 27-542:

The development conforms to the purposes of the Mixed-Use Transportation Zone pursuant to § 27-542, described in more detail below:

(a) The purposes of the M-X-T Zone are:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

*The Subject Property is located at the historically significant junction of Bladensburg Road and the Anacostia River that serves as a gateway into the Town of Colmar Manor. By converting the Subject Property from an industrial to a church/civic use, this will provide a far more attractive property, and promote the use of this property by not only church members, but also residents of the Town of Colmar Manor and other nearby towns. It will also provide for safer and more attractive pedestrian access to the Anacostia River, and its adjacent park property.*

- (2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

*The proposed redevelopment implements the recommendations of the 2009 Approved Port Towns Sector Plan and Sectional Map Amendment, which rezoned the Property to the M-X-T Zone in order to allow a mix of uses. The site is within convenient walking distance for many residents of the Town of Colmar Manor.*

- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

*The Subject Property is located in an established community, recognized as a Neighborhood Center by Plan Prince George's 2035. This proposal redevelops a former industrial site into mixed-use development with institutional and community-based uses in an area slated for mixed-use development.*

- (4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

*The Property is served by several WMATA Bus routes, with a bus stop located on the abutting parcel to the west. The Subject Property is located in close proximity to existing commercial uses along the northern and southern side of Bladensburg Road. The site is also within easy walking distance from residential areas to the south and southwest, as well as to the north across Bladensburg Road. While the great majority of church members are expected to arrive by car, it is anticipated that over time, a number of the members will choose to move to this area, to be closer to the church.*

- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

*The proposed uses, by their nature, will generally operate outside of normal workday hours. The Subject Property will serve as both a visual and active focal*



*point for the community, and a place to gather, not only for church members, but also for existing residents.*

- (6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;

*The Subject Property contains an appropriate horizontal mix of uses that blend together harmoniously. Moreover, the church and community center blend in, and support, the neighboring residential and commercial uses, creating a combination of uses that are far more compatible with the nearby residential community than the existing industrial uses, and which will provide additional consumers to support the nearby commercial uses as well. more diverse horizontal mixed-use area.*

- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

*The proposed redevelopment of the former National News property will transform the site into an iconic gateway site through its interesting and aesthetically-pleasing architecture. The community center will attract local residents, which will, over time, promote a social integration with members of the church.*

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

*The Subject Property is undergoing Stormwater Management Concept review per Plan No. 52791-2016.*

- (9) To permit a flexible response to the market and promote economic vitality and investment; and

*The proposed application promotes economic vitality by redeveloping a former industrial property that would otherwise become vacant to an attractive and vital community use.*

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

*The architectural improvements to the former industrial buildings on the Subject Property are typical of the design principles for an Eritrean Orthodox Church, which will serve as a placemaking building in the Town of Colmar Manor.*

**C. Conformance to § 27-546(d):**

The proposed development conforms to § 27-546(d), which establishes the findings required for Planning Board approval of a Detailed Site Plan, described below in more detail:

- (1) The proposed development is in conformance with the purposes and other provisions of this Division;

*For the reasons stated previously, this proposed development satisfies the purposes of the M-X-T Zone at this location.*

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

*The Subject Property is located in the Bladensburg Road Gateway/Main Street Character Area within the Port Towns Sector Plan. The proposed redevelopment will only re-use the existing buildings on this property, while providing more attractive facades. Many, if not most of the design guidelines or standards relate to new development within the area of the Sector Plan, which will not apply to this proposal. That said, the conversion of the Subject Property from an industrial use to a church/civic use is certainly consistent with a number of the overall goals of the Sector Plan, including promoting a more pedestrian-friendly environment.*

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

*The architectural conversion of the existing buildings on the Subject Property are likely to serve to catalyze the adjacent community to upgrade the nature of other existing buildings along the Bladensburg Road corridor.*

- (4) The proposed development is compatible with existing and proposed development in the vicinity;

*The proposed development upon the Subject Property, a church and community building, are far more compatible with the adjacent residential community than the industrial buildings that have existed upon this property for decades.*

- (5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

*While the redevelopment will re-use the existing buildings upon this property, they will become an independent environment of continuing quality and stability, and the facades will be converted in a cohesive development scheme that will complement and enhance the neighboring residential and commercial development.*

- (6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

*The building that served as the principal location of the former National News warehouse and distribution facility will undergo remodeling first, followed by an integrated remodeling of the second industrial building on this property for its use as a community center. Each building is self-sufficient.*

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

*The Subject Property will utilize the existing pedestrian infrastructure, which will encourage pedestrian activity.*

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

*As shown on the Site Plan for this property, the design of the property and the layout of the site demonstrates that adequate attention has been paid to human scale, and high quality urban design.*

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

*Pursuant to the Applicability section of the Port Towns Sector Plan, the DDOZ in this plan, in which the Subject Property is located, serves as the Conceptual Site Plan, and no new CSP is required.*



- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).

*The Subject Property was not rezoned through a Zoning Map Amendment, and there was no previous Conceptual Site Plan Approval, nor a preliminary plat approval.*

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

*The Subject Property does not contain 250 acres or more.*

**D. Conformance to § 27-548:**

The Subject Property conforms to M-X-T Regulations set forth in § 27-548, described below in more detail:

- (1) Maximum floor area ratio (FAR):
  - a. Without the use of the optional method of development — 0.40 FAR; and
  - b. With the use of the optional method of development — 8.00 FAR.

*This project does not provide for additional square footage on the Subject Property, but merely utilizes the space already constructed. That being said, the proposed FAR is 0.255, which is below the maximum floor area ratio of 0.4.*

- (2) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

*This proposal is for the adaptive re-use of two existing buildings on one lot, which is permitted.*

- (3) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.

*The proposed development regulations are located on the detailed site plan, attached hereto.*

- (4) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

*The proposed landscaping is in accordance with the Prince George's County Landscape Manual*

- (5) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

*The property proposes a FAR of 0.255, based on the guidelines set forth above.*

- (6) Private structures may be located within the air space above, or in the ground below, public rights-of-way.

*Not applicable.*

- (7) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

*The Subject Property has frontage on the south side of Bladensburg Road and the north side of Newark Road in the Town of Colmar Manor.*

- (8) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand eight hundred (1,800) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than six (6) townhouses per building group, except where the applicant

demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than six (6) dwelling units (but not more than eight (8) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than six (6) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty (20) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development, and the end units on such building groups shall be a minimum of twenty-four (24) feet in width. The minimum building width in any continuous, attached group shall be twenty-two (22) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages are preferred to may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-



Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

*No townhomes are proposed as part of this development.*

- (9) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

*No multifamily buildings are proposed as part of this development.*

- (10) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

*The proposal is an adaptive re-use of an existing site, and will conform to the design guidelines and regulations of the Port Towns Sector Plan where possible or practicable. Where it is impractical or impossible to conform, modifications have been requested, which may be approved by the Planning Board pursuant to Part 10A, Division 3 of the Zoning Ordinance. The development standards and Applicant's conformance thereto are described in greater detail in the next section.*

#### **IV. EXEMPTION FROM DEVELOPMENT DISTRICT STANDARDS**

The proposed use of the Subject Property involves an adaptive re-use of existing buildings upon the Property, and will not result in any increase in the existing gross floor area of the buildings upon this Property. For this reason, the proposed redevelopment of the Subject Property meets two exemptions from the development district standards, as set forth in the Applicability section of the Sector Plan, on page 151:

- 1. Existing Development**—Until a site plan is submitted, all buildings, structures, and uses that were lawful or could be certified as a legal nonconforming use on the date of

SMA approval of the Port Towns Development District are exempt from the development district standards and from site plan review and are not nonconforming. **If expansion of the use on the existing site is proposed, a site plan would be required and all expansion would need to conform in order to meet the development standards.**

*No expansion of the buildings upon the existing site is proposed, merely interior alterations and façade improvements.*

7. **Miscellaneous**—The following are exempt from the development district standards and DSP review, if the existing or proposed use is permitted:

- a. Permits for alteration or rehabilitation, with no increase of the existing GFA, including existing porches or decks.

*As stated above, the permits for interior alterations and façade improvements for the two buildings on the Subject Property will result in no increase of the existing gross floor area.*

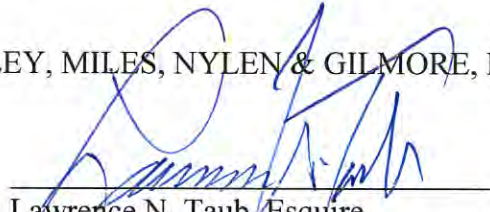
## V. CONCLUSION


For all of the above-stated reasons, the Applicant respectfully requests approval of the proposed Detailed Site Plan for the use of a church and community center.

Respectfully submitted,

O'MALLEY, MILES, NYLEN & GILMORE, P.A.

By:

  
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301-572-3248

*Attorneys for Applicant*

May 24, 2018

Planning Board Meeting

Exhibits Transmitted to Development Review

AGENDA ITEMS #5 & 6

DETAILED SITE PLAN DSP-17037

CONSERVATION PLAN CP-17005

ERITREAN CHURCH

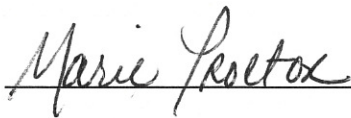
The following exhibits were accepted and entered into the record:

Town of Colmar Manor Letter/Email

EXHIBIT #1

2-pages

MARIE PROCTOR 5/24/2018



Sign and Date



**Lawrence N. Taub**

Town of Colmar Manor  
Ex. 1

**From:** Sadara Barrow <SBarrow@colmarmanor.org>  
**Sent:** Thursday, May 24, 2018 6:26 AM  
**To:** Mncppc  
**Cc:** Lawrence N. Taub  
**Subject:** Testimony: DSP-17037 - Town of Colmar Manor

FILED BY PGCPB ON 5-24-18  
EM # 5+6 CASE # DSP 17037  
EXHIBIT # CP-17005  
Town of Colmar Manor Ltr  
Exhibit #1

As response to the most recent MNCPPC "Approval with Conditions" for DPS-17037, the Town offers the following testimony:

The Eritrean Church has met with the Mayor and Town Council of Colmar Manor several times prior to and after initial application for the development requested for the property indicated in the application. With successful communications and compromise, the Church agreed to an amendment to their original application which is included in the "AMENDED STATEMENT OF JUSTIFICATION". This compromise is a win-win scenario for the Church, the Town, and the County.

In the amended statement -- In paragraph 2 of I. PROPERTY, it is stated in paraphrase that the Church has agreed to work with the Town to convert the existing building close to Newark road to a multiuse building including at least 4 stories of multifamily residential development pending funding and market trends to complete a phase II of the project (due diligence no less than 1 year from the start of phase 1). While this paragraph clearly states that the current application is not for this specific outcome at this time (phase II), the fact that it is included in the application is important to us, and we want it referenced in the "conditions" for the current application being approved.

The importance of the request to this conditional approval:

1. The Church has agreed to work with the Town on this improvement within the next year.
2. The residents of the Town will be significantly burdened with additional taxes if this entire site is defined as a Church site, so **phase II is essential to this Town as a whole.**
3. While we feel the good will of the Church is sincere, we know that conditions to current permits help formalize planning towards the desired outcome (**phase II**).
4. **AND MOST IMPORTANT:** Phase II as suggested will require building on top of the current structure close to Newark Road. That means the foundation of that site **MUST** be prepared NOW to accept additional stories. This needs to be a part of the Current Detailed Site plan otherwise the statement in paragraph 2 of the "AMMENDED STATEMENT OF JUSTIFICATION" is almost irrelevant and potentially misleading. **This structure design really needs to be a part of the Current DSP.**

Future justification for this request comes directly from the Port Town Sector Plan:

1. This site is identified as the #1 implementation action to move forward the Port Towns Bladensburg Road Corridor Character vision. (page 115)
2. This location provides the location of the highest and best use in Colmar Manor.
3. The Port Towns Waterfront Character Area goal three- Mixed use development overlooking waterfront park” (page 21)
4. The Bladensburg Road Gateway/Main Street Character Area goal four- “Preservation and expansion of **housing options**” - **the phase II discussed with the Church is the only “expansion available in Colmar Manor.** (page 28)
5. Policy I, Strategies 1 - “Implement the proposed Port Towns Riverview mixed -use project.... (page 28)
6. Policy 4:, Strategies 2 - “Support mixed-use development that **includes residences** on the upper floors”(page 32)
7. For the section – Economic Development, Objective four “**Expand residential development** that **creates addition market demand** for future retail and office uses. (page 87)

We are grateful that the Eritrean Church has been willing to talk to us (the Town) and make good will agreement to a future feasible development (**phase II**); this **phase II** is essential to the Town, and we will do whatever is necessary to ensure the Phase II happens. Essential to that is the structure of the building next to Newark road, so we need this to be considered a “**condition**” to the current application approval.

We know that the original vision for the Riverview at this site is not feasible at the time, we do think the agreement we have with Church is very promising. I hope you all can see how our request makes sense to continue to achieve the vision forged in the Port Towns Sector Plan developed; which included so much stakeholder involvement.

I thank you for your consideration in this matter, and we truly look forward to the Eritrean Church moving forward with a successful and collaborative development.

Sadara Barrow  
Mayor  
Town of Colmar Manor  
3701 Lawrence Street  
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M 240-498-5466