

R E S O L U T I O N

WHEREAS, the Prince George=s County Planning Board has reviewed the Departure from Design Standards for the First Baptist Church of North Brentwood requesting departures for parking and loading in accordance with Subtitle 27 of the Prince George=s County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on February 28, 2002, the Prince George's County Planning Board finds:

1. The subject site consists of two parcels within the Town of North Brentwood. Parcel A is located northwest of the intersection of Church Street and Wallace Road with frontage on 40th Street to the west and Church Street to the east. Parcel B is located across Wallace Road, which is the current location of the existing church, known as the First Baptist Church of North Brentwood.
2. The subject application is a request to construct a 24,044-square-foot church facility on Parcel A and a parking compound on Parcel B. The existing church, located on Parcel B, is proposed to be razed and a parking lot is proposed in its place. The application consists of site plans, landscape plans, and architecture.
3. The history of the First Baptist Church of North Brentwood goes back to the very early years of the North Brentwood community. The Baptist congregation was formed under the leadership of Reverend James Jasper in October 1905, and services were held in the home of James and Virginia Holmes (Lots 1 and 2 in Block C, at the corner of Banner Street and Wallace Road) and also outdoors on the land chosen for the eventual construction of the church (a block to the west on the south side of Wallace Street). The first church was built in 1907 on this lot, the very location that the First Baptist Church now occupies (4009 Wallace Road). Three years later, the 1907 church building was destroyed by fire; it was rebuilt on the same site, and reopened in 1912. All of the early development of the church took place under the leadership of its first minister, James Jasper, who served until 1935.

The 1912 church served until 1966, at which time plans for a new building were undertaken; the present church was completed and dedicated in 1970, under the leadership of Reverend Perry Smith, who continues today as the minister of the First Baptist Church.

4. North Brentwood is a small residential community of fewer than 200 buildings, located on Rhode Island Avenue between Hyattsville and Brentwood. First surveyed and platted in 1891, the community was settled by former slaves of local planters as well as soldiers who had served in regiments of the U.S. Colored Troops. By 1904, a schoolhouse and 23 dwellings had been constructed for these black families, and two church congregations were meeting in members= homes. The town, the first African-American municipality in

Prince George=s County, was incorporated in 1924. It has a uniquely rich history. Two individual buildings have been identified as historic resources in the *Historic Sites and Districts Plan* (1992), and in 1988, a substantial part of the town was determined eligible for listing in the National Register of Historic Places.

In 2001, the mayor of North Brentwood submitted a request to the Planning Department through the Planning Assistance to Municipalities and Communities (PAMC) program, asking that staff of the Planning & Preservation Section prepare a nomination of the town for listing in the National Register. The Planning Board approved the request in the fall of 2001, and work has begun on preparation of the nomination. If, as a result of this nomination, the town or any part of it is listed in the National Register, this would lend recognition, prestige, and possible tax benefits to the town, but would not preclude development activity unless that activity was supported by federal funding.

5. The county records of the existing church indicate that a building permit was approved on June 9, 1969, for the main structure of the existing church. The plan on file indicates that the plan was approved with a parking waiver (granted per District Council Resolution No. 285-1969 for 19 spaces). In 1986, the church was granted a Departure from Parking and Loading Standards (DPLS 15) for 40 spaces (PGCPB Resolution No. 86-124). Also in 1986, a variance (Board of Zoning Appeals) for lot coverage and minimum green area was approved. A permit was subsequently issued for an addition placed to the rear of the building. That addition increased the seating in the church to 530.
6. Development data for the subject property are as follows:

First Baptist Church of North Brentwood
DDS-530

Zone	R-55 and I-D-O
Tract Area	2.04 acres
100-year flood plain	None
Use	Church
<u>Parking Spaces Required</u>	
Church (@ 1 space per 4 seats: 780 seats)	195 spaces
Parking Waiver (DC Resolution No. 285-1969)*	(19) spaces
DPLS 15 (PGCPB Resolution No. 86-124)**	<u>(40) spaces</u>
Total Required spaces	
136 spaces	
<u>Parking Spaces Provided</u>	
Parcel A	64 spaces
Parcel B	46 spaces
M-NCPPC Parking Lot***	<u>28 spaces</u>
Total	139 spaces

Loading Space Required 1 space

Loading Space Provided 1 space

*On June 6, 1969, the District Council approved a parking waiver for the First Baptist Church of North Brentwood.

**On April 10, 1986, the Planning Board approved a Departure From Parking and Loading Standards for the First Baptist Church of North Brentwood.

***The Maryland National Capital Park and Planning Commission has agreed to enter into an agreement to share the parking facility with the church as permitted in Section 27-586; see Finding No 8.

7. Conformance to the Requirements of the Zoning Ordinance:

The Detailed Site Plan is in general conformance with the requirements of the Zoning Ordinance for development in the R-55 Zone and the I-D-O Zone for the proposed church, except as discussed in the finding below and except as noted in Detailed Site Plan DSP-01056 and Variance VD-01056, companion cases to this case.

8. The Park Planning and Development Division of the Department of Parks and Recreation reviewed the Detailed Site Plan and provided the following information:

A. . . In 1987, The Maryland-National Capital Park and Planning Commission entered into an agreement with the Church allowing the use of the North Brentwood Community Center parking lot for Sunday Church parking. In 1988, the agreement expired.

Alt is the intent of the Department of Parks and Recreation to enter into a new agreement with the church to extend the current parking situation for a period of ten years.@

Comment: This information is critical to the church in that Section 27-586 allows a church to use off-site parking to satisfy the requirements of the Parking and Loading section of the Zoning Ordinance.

9. The subject application, DDS-530, is for a Departure from Design Standards from three sections of the Zoning Ordinance: Section 27-559, Compact Car Spaces, for the purpose of increasing the number of compact spaces within Parking Lot B; Section 27-560, Interior Driveway Widths, for the purpose of reducing the driveway width for 90 degree parking within Parking Lot B; and Section 27-579, Location of Loading Facilities for the purpose of allowing the vehicular entrance to a loading space within 50 feet of a residentially zoned property, within Parking Lot A.

The application consists of two parcels of land, each parcel including a parking lot. Parcel A is located on the north side of Wallace Road, and Parcel B is located on the south side of Wallace Road. For the purposes of this report, the parking lot located within Parcel A will be referenced as Parking Lot A and the parking lot within Parcel B will be referenced as Parking Lot B. As part of the recommendation of this report, the staff suggested that the labeling of the parking lots on the site plan is appropriate.

Section 27-559, Compact Car Spaces:

Up to one-third of the required number of parking spaces in any lot may be compact spaces.

The site plan proposes compact parking spaces within Parking Lot A and Parking Lot B. The percentage of compact parking spaces within Parking Lot A is approximately 21 percent. A departure for the number of compact spaces within Parking Lot A is not needed. In Parking Lot B, approximately 70 percent of the spaces are proposed to be compact size. However, the size of the spaces is slightly longer than the minimum size required in the Zoning Ordinance. The Ordinance states that compact-sized spaces shall be no less than 8.5 wide by 16 feet long. In this case the site plan shows the spaces as 8.5 feet wide but shows the length as 18 feet long. This is beneficial because it provides for slightly more maneuvering room than the normal compact-sized space.

Section 27-560, Interior Driveway Widths:

Interior driveway aisles must be at least 22 feet wide when located along 90 degree parking spaces.

The second departure is twofold: first, the applicant asks for the reduction of the aisle width within Parking Lot B from 22 feet to 15 feet; second, the proposal includes stacking vehicles in the drive aisles. Once all the spaces are filled, the parking monitor would direct vehicles to park in a stacked fashion, one behind the other, until the entire aisle was filled. The parking monitor would also facilitate the movement of the vehicles off of the lot.

Section 27-579, Location of Loading Facilities:

Loading facilities must be located no less than 50 feet from adjoining property in a residential zone.

The third departure is for the purpose of reducing the distance of the location of the access driveway for the loading space from 50 feet to 35 feet from adjacent residentially zoned property. This reduced distance from the residential properties is justified by the proposal that the loading trucks, which are anticipated to be no larger than a step-van type vehicle, would enter from 40th Street and exit onto Church Street. If this concept for entering and exiting the site is not favored by the Planning Board or the District Council upon review, then free vehicular movement to either 40th or Church Street would require the departure to be increased to 24 feet. The staff recommended that the first scenario be approved with the conditions as outlined in the Recommendation section of this report.

10. Required Findings of Section 27-239.01 of the Zoning Ordinance:

1. **The purposes of the Zoning Ordinance will be equally well or better served by the applicant's proposal.**

Comment: The purposes of the Zoning Ordinance will be equally well or better served by the applicant's departure request. The applicant's proposal to build a new church is an infill development within the Town of North Brentwood. The proposal to increase the number of compact spaces, to reduce the aisle width

within Parking Lot B, and to reduce the distance of the access to the loading space from adjacent residential property within Parking Lot A provides sufficient allowances for safely maneuvering passenger and loading vehicles in and out of the parking lots with adequate clearances. Although the loading access does not meet the 50-foot setback from residentially zoned property, the loading space itself does fulfill the requirement. The applicant is proposing a new six-foot-high, board-on-board fence with split-face brick pillars which will match the building and shade trees along the residential properties to the north. This screen is sufficient to satisfy the buffering of the loading access aisle from the residential properties. However, the staff also recommends that the use of the loading area is limited to the hours of 8:00 a.m. to 9:00 p.m.

The increase in the number of compact-sized spaces and the reduced aisle width within Parking Lot B will allow for more parking spaces within the lot, thereby reducing the impact of the development on public streets. The applicant has indicated in the Traffic Management Plan that the church will employ church parking monitors who will direct vehicles in and out of Parking Lot B in order to facilitate efficient movement of passenger vehicles into and out of the lot. However, the staff does not support the applicant's proposal to stack the vehicles one behind the other within the aisle. The concern is the movement of vehicles off of Parking Lot B. If one of the vehicles were delayed moving out of the parking lot, it could cause the delay of many of the vehicles. The staff recommends that a condition be placed on the plan requiring one church parking monitor for each worship service and for any other significant event, to direct vehicles in and out of Parking Lot B, as proffered by the applicant.

The reduction of the distance of the loading access drive within Parking Lot A from residential property, the increase in the number of compact size spaces, and the reduction of the aisle width in Parking Lot B will not endanger the health, safety, comfort, convenience and welfare of the residents of the Regional District. Furthermore, requiring this applicant to provide the proposed parking spaces at the required sizes based on the current standards would likely result in additional pavement or a parking structure, neither of which would be attractive aesthetically or more functional, given the site location and the existing surrounding development.

2. The departure is the minimum necessary, given the specific circumstances of the request.

Comment: The required departure is the minimum necessary if the Planning Board denies the applicant's proposal to stack vehicles in Parking Lot B. The applicant has demonstrated through the Traffic Management Plan that the proposed number of compact spaces and the reduced aisle width will allow for an efficient, compact and fully functional parking facility that will operate as effectively as facilities that employ the parking space sizes and aisle widths required by the Zoning Ordinance. A lesser reduction in the required standards would not achieve the desired results. Due to the relatively small infill area available for the proposed development, a lesser reduction in the requirement standards for parking space sizes, location of loading driveway, and reduced aisle width could result in the need for a structured parking facility which could require additional setback variances or a reduction in the number of proposed

parking spaces, which would require additional departure relief. Overall the proposal represents an appropriate response to provide the required elements to the extent possible without requesting more than the minimum departure necessary.

3. The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949.

Comment: This departure is necessary to alleviate circumstances prevalent in areas of the county developed prior to 1949. The Town of North Brentwood was developed prior to 1949 and the original First Baptist Church of North Brentwood, which was built in 1905, burned and was rebuilt in 1907. The existing church on Parcel B replaced the earlier church in 1970. Therefore, there are numerous constraints based upon the existing configuration of the land, building, parking, streets and surrounding development. The constraints within North Brentwood specifically include small lots, narrow streets and existing development that has occurred on either side of the proposed development area over the past century which limits the area for infill development. Granting a reduction in the required size of parking spaces, reduced aisle width, and the location of the loading driveway will allow for the proposed development to maximize the intensity of the development, bringing the plan into conformance with the recommendations of the 2000 Interim General Plan (Developed Tier) and provide a quality institutional development within the community. The granting of the departure will not endanger the health, safety, convenience, comfort, and welfare of all who visit or are employed there. The departure is necessary to alleviate these unique circumstances of this site.

4. The departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.

Comment: The surrounding neighborhood is a combination of institutional uses and residential dwellings. The requested departure will not negatively impact the site or surrounding area; rather, it will help protect the visual, functional and environmental quality and integrity of the site and surrounding neighborhood by reducing the amount of paving and preclude the need for a parking structure. The proposed departure allows for the creation of more off-street parking spaces than would be created without the departures.

Parking Lot A will provide for a new six-foot-high, board-on-board fence with split-face brick pillars which will match the building along the residential properties to the north. This structure will replace the existing dilapidated stockade. In addition, the landscape plan proposes shade trees planted inside the fence area to provide a further screen to the adjacent residential dwellings. This screen is sufficient to satisfy the buffering of the loading access aisle from the residential properties.

Parking Lot B is a relatively small parking facility. Allowing the increase in compact parking spaces and the narrower driveway aisles, Parking Lot B is smaller and creates less visual impact on the adjacent properties. Landscaping proposed along the adjacent existing residential dwelling will serve to beautify

the immediate neighborhood. The requested departure would certainly be beneficial in protecting the integrity of the surrounding neighborhood and community.

11. Mayor Beverly, from the Town of North Brentwood, read from letter dated February 28, 2002, Mayor Beverly to Chairman Hewlett. The letter expressed the Mayor=s concerns regarding the Departure from Design Standards and the companion case, Detailed Site Plan, DSP-01056

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George=s County Code, the Prince George=s County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED DDS-530, subject to the following conditions:

1. Prior to signature approval the plans shall be revised as follows:
 - a. The site plan shall be revised to identify the parking lots within Parcels A and B as Parking Lot A and Parking Lot B, respectively.
 - b. The site plan shall provide for signage to direct vehicles making deliveries onto and off of the site. The entrance to Parking Lot A shall be posted with a sign indicating no entry for vehicles making deliveries and directing the vehicles to the 40th Street entrance. The loading area shall provide for signage that indicates that all such vehicles must exit onto Church Street.
 - c. A note shall be added to the plan to indicate that the use of the loading area is limited to the hours of 8:00 a.m. to 9:00 p.m.
 - d. A note shall be added to the plan indicating that one church parking monitor will direct vehicles in and out of Parking Lot B for each worship service and for any other significant event.
 - e. Remove the proposal to stack vehicles within Parking Lot B and adjust the parking notes accordingly.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board=s action must be filed with the District Council for Prince George=s County, Maryland within thirty (30) days of the final notice of the Planning Board=s decision.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Eley, seconded by Commissioner Scott, with Commissioners Eley, Scott, Brown and Hewlett voting in favor of the motion, and with Commissioner Lowe voting in opposition to the motion at its regular meeting held on Thursday, February 28, 2002, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 21st day of March 2002.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

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