



## SPECIAL EXCEPTION APPLICATION NO. 4389 and AC-00068

Application	General Data
<b>Project Name</b> <b>Potomac Conference of SDA's Corporation</b>  <b>Location</b> <b>North side of Adelphi Rd. approximately 400 feet west of its intersection with Riggs Road(MD 212),known as 9113 Adelphi Rd.</b>  <b>Applicant</b> <b>Pastor Georges Latchman</b> <b>13112 Princeville Court</b> <b>Silver Spring, Maryland 20904</b>  <b>Correspondent</b> <b>Pastor Georges Latchman</b> <b>13112 Princeville Court</b> <b>Silver Spring, Maryland 20904</b>	Date Accepted 8/15/00
	Planning Board Action Limit N/A
	ZHE Hearing Date Not Scheduled
	Plan Acreage 0.6978
	Zone R-R
	Dwelling Units N/A
	Square Footage 6,400
	Planning Area 65
	Council District 01
	Municipality N/A
	200-Scale Base Map 211NE2

Purpose of Application	Notice Dates
Church	Adjoining Property Owners <b>10/9/00</b> <b>(CB-15-1998)</b>
	Previous Parties of Record N/A <b>(CB-13-1997)</b>
	Sign(s) Posted on Site N/A
	<b>Variance(s): Adjoining</b> N/A <b>Property Owners</b>

Staff Recommendation			Staff Reviewer: Elsabet Tsfaye
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

May 16, 2001

**TECHNICAL STAFF REPORT:**

TO: The Prince George's County Planning Board  
The Prince George's County District Council

VIA: Arie Stouten, Zoning Supervisor

FROM: Elsabett Tesfaye, Senior Planner

SUBJECT: **Special Exception Application No. 4389 and Alternative Compliance Application  
No. 00068**

REQUEST: **Church**

RECOMMENDATION: **APPROVAL with conditions**

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NOTE:

This application is on the agenda for the Planning Board to decide whether or not to schedule a public hearing. If the Planning Board decides to hear the application, it will be placed on a future agenda.

Any person may request the Planning Board to schedule a public hearing. The request may be made in writing prior to the agenda date or in person on the agenda date. All requests must specify the reasons for the public hearing. All parties will be notified of the Planning Board's decision.

You are encouraged to become a person of record in this application. The request must be made in writing and sent to the Office of the Zoning Hearing Examiner at the address indicated above. Questions about becoming a person of record should be directed to the Hearing Examiner at 301-952-3644. All other questions should be directed to the Development Review Division at 301-952-3530

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## FINDINGS:

- A. Location and Field Inspection: The subject property is located on the north side of Adelphi Road, approximately 400 feet west of its intersection with Riggs Road (MD 212). The property is also known as Lot 5, Edwards Subdivision. It has 273 feet of frontage on Adelphi Road. The property consists of approximately 30,398 square feet (.67 acre) of land and is currently undeveloped.
2. History: The property was previously part of Edwards Subdivision, 4-97050. The subdivision was approved and the lots were recorded on November 25, 1998, in Plat Book VJ184 Plat 98. The property was retained in the R-R Zone in the approved 1990 Sectional Map Amendment for Langley Park-College Park and Greenbelt.
- C. Master Plan Recommendation: The 1989 Master Plan for Langley Park-College Park and Greenbelt recommends the property for Low-Suburban Residential use at a density of 1.6 to 2.6 dwelling units per acre.
- D. Request: The area of the property is less than one acre; and therefore, requires a special exception. The applicant, Potomac Conference of Seventh Day Adventist Church Corporation, proposes to construct a 6,400-square-foot church. The proposal also includes the construction of an associated parking area with 28 parking spaces.
- E. Neighborhood and Surrounding Uses: The neighborhood in which the subject site is located is generally defined by the Capital Beltway to the north, Riggs Road to the east, the Prince George/Montgomery Counties boundary line to the west, and Adelphi Road to the south. The immediate neighborhood is predominantly residential in the R-R, R-80, R-55 and R-18 Zones (across Adelphi Road). The subject property is surrounded by undeveloped parcels of lands, all of which are in the R-R Zone. The immediate neighborhood also includes the Washington Memorial Cemetery that is located west of the subject property.
- F. Specific Special Exception Requirements: A church on a lot less than one acre in size is permitted in the R-R Zone as a special exception. Section 27-341.01 sets forth the specific special exception requirements:

- (1) The minimum setback for all buildings shall be 25 feet from each lot line.**

The application complies with this requirement.

- (2) When possible, ingress and egress should be located so as to direct traffic away from streets that are internal to a residential subdivision.**

Ingress and egress to and from the site is through a 22-foot-wide driveway that is part of a shared access with adjoining property that the applicant said will be developed as a church, located on the property's frontage on Adelphi Road. Adelphi Road is a county right-of-way, which is a master plan arterial, not an internal street to a residential subdivision. The Transportation Section has offered the following comments:

■ . . . The applicant proposes that the church share an access point with another neighboring church at the eastern property line along Adelphi Road. This would be acceptable; however, the transportation staff has no record of any Special Exception for a church on the adjacent property (under the presumption that a Special Exception would be required). Because Adelphi Road has a median, this access point would be right-in/right-out. The trips that would be generated by this use plus another similarly-sized church would not be sufficient to justify a median break given that the access point is very close to two existing intersections. Given the lack of a median break, most trips entering or leaving the site would need to negotiate a U-turn at either Adelphi Road/Edwards Way or at MD 212/Adelphi Road. It does not appear that either intersection has left-turn lanes that would enable the U-turns to be made safely. . . .•

■ . . . Although the site and the use are small, the traffic generated by the site would enter and leave the site within a brief time window. This creates a safety concern that needs to be further addressed by the Special Exception. •

- (3) The applicant shall satisfactorily demonstrate that parking and traffic will not adversely affect adjacent residential neighborhoods.**

The proposal is providing for a total of 28 parking spaces including two van-accessible spaces for the physically handicapped, sufficiently meeting the requirement for an 80-seat church. With all of the required number of parking spaces provided on site, it is not likely that parking will overflow onto the street.

- (4) **When possible, there should be no parking spaces or loading areas located in the front yard.**

All parking spaces are located in the rear and side yards, and therefore the proposal meets this requirement.

- (5) **The maximum allowable lot coverage for the zone in which the use is proposed shall not be increased.**

The proposal complies with this requirement. The R-R Zone allows 60 percent lot coverage, and the site plan indicates the proposed lot coverage at 60 percent.

- G. **Parking Regulations: Section 27-568 of the Zoning Ordinance requires one parking space for every four seats in the main auditorium of a church, plus one space for every four seats in other rooms occupied at the same time as the main auditorium.**

The applicant's plan provides for 28 parking spaces (including 2 van accessible), 8 spaces more than the required number of spaces based on the 80-seat capacity of the church's auditorium. Neither the site plan nor the statement of justification refer to other rooms (Sunday school, meeting hall, etc.) that would be occupied at the same time as the main auditorium. Therefore, a note shall be placed on the site plan indicating that there is no other room occupied at the same time as the main auditorium. Otherwise, additional parking spaces will be required.

A notation on the site plan appropriately indicates that all parking spaces shall be marked with painted lines. A notation is also placed on the site plan indicating that compact size parking spaces shall be identified as such.

8. **Landscape Manual Requirements: The applicant's proposal is subject to the requirements of Sections 4.2, 4.3(c) and 4.7 of the *Landscape Manual*.**

Alternative Compliance was recommended per memoranda dated September 14, 2000, and September 25, 2000, from the Permit Section and the Urban Design Review Section, respectively. In response, the applicant applied for Alternative Compliance. On May 4, 2001, the Planning Director recommended APPROVAL for AC-00068 (refer to attachment).

- I. Sign Regulations: No sign is shown on the site plan. If the applicant intends to place a freestanding sign on the site, its location must be shown on the site plan prior to approval. All signs must meet the area, height and setback standards, in accordance to the provisions of Part 12 of the Zoning Ordinance.
- J. Zone Standards: The site plan conforms to all other development standards of the R-R Zone.
- K. Required Findings:

**Section 27-317(a) of the Zoning Ordinance provides that a special exception may be approved if:**

- (1) The proposed use and site plan are in harmony with the purposes of this Subtitle.**

The fundamental purposes of the Zoning Ordinance, as found in Section 27-102, are to protect the health, safety and welfare of the public and promote compatible relationships between the various types of land uses. Review of the applicant's site plan for conformance with the requirements of the Ordinance indicates no major conflicts with most of the fundamental purposes of this subtitle. However, there is a potential adverse traffic impact on the immediate area associated with the use. Traffic circulation near and at the location of the access to the site from Adelphi Road poses a concern with Purpose No. 11:

**To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions.**

Refer to the discussion under 27-317(a)(5) for further details.

- (2) **The proposed use is in conformance with all the applicable requirements and regulations of this Subtitle.**

The subject site is located in the R-R-zoned area which permits the proposed church use as a special exception.

With the recommended conditions of approval, the proposed use will be in conformance with all the applicable requirements and regulations of the Zoning Ordinance, including the specific requirements of Section 27-341.01 relative to churches.

- (3) **The proposed use will not substantially impair the integrity of any validly approved Master Plan or Functional Master Plan, or in the absence of a Master Plan or Functional Map Plan, the General Plan.**

The 1989 Master Plan for Langley Park-College Park and Greenbelt Low-Suburban Residential use at a density of 1.6 to 2.6 dwelling units per acre. The Community Planning Division has offered the following comments regarding the subject proposal.

- The proposed church is permitted in the R-R Zone with a special exception. This use will not impair the integrity of the master plan's land use concept.
- The site contains some environmentally sensitive features such as soils, slopes and tree cover. The parking lot should be carefully planned and constructed to maximize the preservation of natural features.

- (4) **The proposed use will not adversely affect the health, safety or welfare of residents or workers in the area.**
- (5) **The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood.**

With the recommended conditions, the use will not adversely affect the health, safety or welfare of residents or workers in the area or be detrimental to the use or development of adjacent properties or the general neighborhood. The proposal meets all setback



requirements, including the requirements for front, rear and side yards. The proposal also provides, through Alternative Compliance, for adequate landscaping as a buffer, to protect the privacy and mitigate adverse impacts to the adjacent residential properties. The proposal meets the parking requirement. Adequate on-site parking spaces are provided to accommodate members and visitors of the church without infringing on street parking in the residential neighborhood.

With regard to traffic and transportation issues, the proposal is not likely to pose capacity issues on adjacent roadways. The Transportation Section has voiced a concern, however, regarding traffic circulation near and at the location of access to the site from Adelphi Road. In memoranda dated October 18, 2000, and May 7, 2001, the Transportation Section has offered the following comments and recommendations:

. . . The applicant proposes the construction of a 6,400-square-foot church on the subject property. The *Guidelines for the Analysis of the Traffic Impact of Development Proposals* do not contain trip rates for churches. The Institute of Transportation Engineers' *Trip Generation Manual*, 6<sup>th</sup> edition, does provide specific trip rates, however. A church of this size would generate a total of 5 AM (3 in, 2 out) and 4 PM (2 in, 2 out) peak-hour vehicle trips.

The vehicle trips generated by the proposed use on the subject property would utilize the Adelphi Road/Edwards Way intersection. This intersection is unsignalized. There are no improvements which are programmed with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program in the immediate area.

The Prince George's County Planning Board, in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*, has defined an average vehicle delay exceeding 45.0 seconds in any movement as an unacceptable operating condition

for unsignalized intersections on the transportation system. The subject property is a lot within the Edwards Subdivision, which was analyzed by staff in 1997 as Preliminary Plat of Subdivision 4-97050. At that time, the transportation staff determined that this intersection operated acceptably. Since then, the transportation staff has done no new analyses or received any new counts at that location. The staff would not anticipate that significant changes have occurred at the Adelphi Road/Edwards Way intersection and does not believe that traffic generated by the church use would pose capacity issues in the area, but has no data at hand to substantiate that assertion.

Although the church is planned on a recorded lot, the lot was recorded as a part of a small residential subdivision, and given the limited trip generation of residences, the transportation staff did not feel that the lots having frontage on Adelphi Road posed a significant off-site concern. But the placement of a church on a lot which was originally presumed to contain a residence does pose a safety concern. The use carries the potential for a large amount of traffic to enter and exit the site within a brief period of time before and after worship services, far larger than would ever be generated by a residence. For that reason, the transportation staff does not believe that the use should be approved at the subject location unless left-turn bays are installed along westbound Adelphi Road at Edwards Way and along eastbound Adelphi Road at MD 212. These left-turn bays will allow persons accessing the proposed church (and the second church planned on the adjacent lot) to safely enter and leave the site.

The addition of a left-turn bay at Adelphi Road and Edwards Way will require coordination with the county Department of Public Works and Transportation (DPW&T). The addition of a left-turn bay at MD 212 and Adelphi Road will likely require coordination with both the State Highway Administration (SHA) and DPW&T.

The Transportation Planning Section believes the church creates a safety concern that needs to be addressed by the following conditions:

1. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction with DPW&T and/or SHA, and (c) have a timetable for construction with DPW&T and/or SHA:

- a. Intersection of Adelphi Road and Edwards Way:

Construct an exclusive left-turn lane along the westbound Adelphi Road approach to the intersection. The applicant shall be responsible for any necessary signage and pavement marking modifications.

- b. Intersection of MD 212 and Adelphi Road:

Construct an exclusive left-turn lane along the eastbound Adelphi Road approach to the intersection. The applicant shall be responsible for the necessary traffic signal, signage and pavement marking modifications.

With respect to noise impact, given the size of the proposed church, which is comparatively small, it is not likely that there will be a noise problem associated with the proposed use. Furthermore, the Environmental Planning Section has indicated that the proposed use is not subject to noise standards for residential structures in the R-R Zone. A noise study is not required prior to the issuance of any permit.

**(6) The proposed site plan is in conformance with an approved Tree Conservation Plan.**

The property is subject to TCPI/30/97 as approved by the Planning Board on September 4, 1997. The Environmental Planning Section indicated that the proposed chapel development will clear more woodland than anticipated by TCPI/30/97. Development of the chapel site will require either payment of a fee-in-lieu of \$5,488.56 or provision of .42 acre of off-site woodland conservation.

. The Environmental Planning Section recommends approval of TCPI/30/97 (revised), with the following note:

■The Type II Tree Conservation Plan for Edwards Subdivision, Lot 5, shall provide a fee-in-lieu of \$5,488.56 or provision of .42 acre of off-site woodland conservation..•

## CONCLUSION

Based on the preceding analysis and findings, it is recommended that Special Exception No.4389 and Alternative Compliance No. 00068 be APPROVED, subject to the following conditions:

1. Prior to the issuance of building permits, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction with DPW&T and/or SHA, and (c) have a timetable for construction with DPW&T and/or SHA:
  - a. Intersection of Adelphi Road and Edwards Way:
    - (1) Construct an exclusive left-turn lane along the westbound Adelphi Road approach to the intersection. The applicant shall be responsible for any necessary signage and pavement marking modifications.
  - b. Intersection of MD 212 and Adelphi Road:
    - (1) Construct an exclusive left-turn lane along the eastbound Adelphi Road approach to the intersection. The applicant shall be responsible for the necessary traffic signal, signage and pavement marking modifications.
2. The applicant shall obtain approval of revised TCP I by the Environmental Planning Section prior to the approval of this Special Exception. The revised TCP I plan shall include the following note:

■The Type II Tree Conservation Plan for Edwards Subdivision, Lot 5, shall provide a fee-in-lieu of \$5,488.56 or provision of .42 acre of off-site woodland conservation..•

3. The applicant shall obtain approval of a TCP II prior to the issuance of permits.
4. A note shall be placed on the site plan indicating that there is no other room occupied at the same time as the main auditorium. Otherwise, additional parking spaces shall be required.