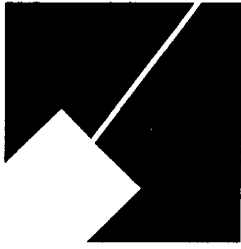


M-NCPPC



**MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING**

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760  
301-495-4500, [www.mncppc.org](http://www.mncppc.org)

**MCPB**  
**Item #12**  
**June 23, 2005**



**MEMORANDUM**

**DATE:** June 16, 2005

**TO:** Montgomery County Planning Board

**VIA:** Rose Krasnow, Chief *R&K*  
Catherine Conlon, Supervisor *CC*  
Development Review Division

**FROM:** Richard A. Weaver, Coordinator (301) 495-4544 *RAW*  
Development Review Division

**REVIEW TYPE:** Preliminary Plan Review

**APPLYING FOR:** Subdivision for a House of Worship

**PROJECT NAME:** Lutheran Church of St. Andrew

**CASE #:** Preliminary Plan No. 1-05039

**REVIEW BASIS:** Chapter 50 Montgomery County Subdivision Regulations

**ZONE:** RE-2

**LOCATION:** Located in the northwest corner of the intersection of Norwood Road and New Hampshire Avenue (MD 650)

**MASTER PLAN:** Cloverly

**APPLICANT:** Lutheran Church of St. Andrew

**FILING DATE:** August 20, 2004

**HEARING DATE:** June 23, 2005

**STAFF RECOMMENDATION:** Approval, pursuant to Chapter 50 of the Montgomery County Code and subject to the following conditions:

- 1) Limit development on the property to a 19,500 square-foot place of worship with a 550-seat sanctuary, a family life center, and a pre-school (with seven staff members).
- 2) Consistent with the 1997 Approved and Adopted *Cloverly Master Plan*, dedicate and show on the final record plat, right-of-way along:
  - a. MD 650 to provide either 62.5 feet from the roadway centerline, or 120 feet from the opposite roadway right-of-way line, and
  - b. Norwood Road to provide either 40 feet from the roadway centerline, or 80 feet from the opposite roadway right-of-way line.
- 3) Per Montgomery County Department of Public Works and Transportation (DPWT) letter dated March 11, 2005 provide improvements to Norwood Road along site frontage, including a five-foot wide sidewalk, street trees, and a bike lane. Additionally, satisfy relevant DPWT and Department of Permitting Services (DPS) on-site parking and traffic circulation requirements, and any off-site access improvement requirement.
- 4) Construct a five-foot wide sidewalk and street trees along MD 650 site frontage. Additionally, as directed by the Maryland State Highway Administration (SHA), construct MD 650 along site frontage with curb and gutter to a width of 38 feet to provide for two 11-foot wide through lanes and a 16-foot wide curb lane.
- 5) Construct a left/through, through/right lane combination for the westbound Good Hope Road approach to MD 650 (from existing left, through/right lane combination), along Bonifant Road and Good Hope Road at MD 650, as directed by the SHA and to provide two receiving lanes on the west leg of the intersection on Bonifant Road.
- 6) Manage all Sunday church related, and weekday pre-school related vehicle queues including any parking related to drop-offs and pick-ups within the property to prevent spillover to MD 650 and Norwood Road.
- 7) Compliance with the conditions of approval for the preliminary forest conservation plan dated June 16, 2005. The applicant must satisfy all conditions prior to recording of plat(s) or MCDPS issuance of sediment and erosion control permits.
- 8) Category I conservation easement to be placed over afforestation area. Easement to be shown on record plat.
- 9) Prior to record plat, applicant to enter into an agreement with the Planning Board to limit impervious surfaces within the SPA portion of the project to no more than 10 percent as shown on the revised preliminary plan.
- 10) Prior to release of building permits, applicant to demonstrate conformance to impervious surface limits within the SPA portion of the project, as shown on the revised preliminary plan. Any modifications to the plan that increases site imperviousness may require Planning Board action.
- 11) Compliance with the conditions of approval of the MCDPS stormwater management approval dated May 17, 2005.

- 12) Compliance with conditions of MCDPWT letter dated March 11, 2005, unless otherwise amended.
- 13) Access and improvements as required to be approved by MDSHA prior to issuance of access permits.
- 14) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion.
- 15) Other necessary easements

## **PROJECT DESCRIPTION:**

This is an application requesting the creation of a single lot for a house of worship and associated uses located in the northwest corner of the intersection of Norwood Road and New Hampshire Avenue. The subject property is 12.83 acres in size and is zoned RE-2. The property is in the Cloverly Master Plan area and is within the Northwest Branch watershed, which has a Use IV designation. A small portion of the property's frontage along New Hampshire Avenue is within the Paint Branch watershed, which has a Use III designation.

The proposal requests a 19,500 square foot house of worship, with a 550-seat sanctuary, a family life center and a pre-school. Access to the site is to be from New Hampshire Avenue and Norwood Road. The New Hampshire Avenue access point is restricted to right-in and right-out only; access on Norwood Road is for full movement.

The Montgomery County Department of Public Works and Transportation and the State Highway Administration have reviewed the application. Conditions number 2 through 6 above outline the dedication and transportation improvements required of this applicant to satisfy the Adequate Public Facility review.

The application is subject to the Montgomery County Forest Conservation Law. The applicant will meet the requirements of the law on site through a combination of forest retention and afforestation. A total area of 2.52 acres will be reserved in a category I forest conservation easement.

## **TRANSPORTATION DISCUSSION**

### Site Location, Vehicular Access, Pedestrian, and Transit Amenities

Lutheran Church of St. Andrew, currently located at 12247 Georgia Avenue, is planning to relocate to a new location within the northwest quadrant of MD 650 and Norwood Road intersection in Cloverly, southwest of the Cloverly Commercial Area. Vehicular access to the property is proposed via a right-turn in/right-turn out driveway from MD 650 (approximately 450 feet north of Norwood Road) and a full movement driveway from Norwood Road (approximately 400 feet west of MD 650). Parking for the church/on-site ancillary uses is provided along the front of the property. Currently,

Metrobus route Z2 provides service along MD 650, and there is a bus stop near Norwood Road.

### Master Plan Roadways and Bikeway/Pedestrian/Trail Facilities

The Approved and Adopted 1997 *Cloverly Master Plan* includes the following nearby master-planned roadway, bikeway, pedestrian, and trail facilities:

1. New Hampshire Avenue, a north-south four-lane divided Major Highway (M-12) with a minimum right-of-way width of 125 feet (between the proposed Intercounty Connector to the south and Briggs Chaney Road to the north). A rural streetscape is recommended in the master plan for this section of MD 650. A Class II bikeway (PB-23; also BL-11 in the Countywide Bikeways Functional Master Plan) is recommended in the master plan for MD 650 in this section.
2. Norwood Road, a northwest-southeast four-lane arterial (A-51) between Ednor Road/Layhill Road to the northwest and MD 650 to the southeast, with a proposed rural streetscape and a Class II bikeway (PB-38; also BL-21 in the Countywide Bikeways Functional Master Plan) within an 80-foot minimum right-of-way.
3. Briggs Chaney Road, a northwest-southeast two-lane arterial (A-86) between MD 650 to the northwest and Paint Branch to the southeast, with existing rural streetscape and a Class II bikeway (EB-10; also BL-14 in the Countywide Bikeways Functional Master Plan) within an 80-foot minimum right-of-way.
4. Bonifant Road, an east-west two-lane arterial (A-40) between Northwest Branch to the west and MD 650 to the east, with an existing rural streetscape and Class II bikeway (EB-11; also BL-17 in the Countywide Bikeways Functional Master Plan) within an 80-foot minimum right-of-way.
5. Good Hope Road, a north-south two-lane Primary Residential Street (P-12) with a minimum right-of-way width of 70 feet between MD 650 to the south and Spencerville Road (MD 198) to the north. Though a Class II bikeway (PB-35) is recommended in the master plan for Good Hope Road, the Countywide Bikeways Functional Master Plan identifies this facility as a Shared Roadway or Class III facility (SR-56).

### Local Area Transportation Review

- Site Generated Traffic

Trips for the proposed church, including the family life center and the pre-school, were estimated for the weekday morning peak-period (6:30 a.m. to 9:30 a.m.) and the evening peak-period (4:00 p.m. to 7:00 p.m.), and are summarized in Table 1.

**TABLE 1  
SITE TRIP GENERATION  
PROPOSED LUTHERAN CHURCH OF ST. ANDREW**

Weekday Pre-School/Church Activity	Total Trips	
	Morning	Evening
Pre-School – Seven Staff Members	29	30
New	10	8
Pass-by/Diverted	19	22
Church – 19,600 square feet	14	13
<b>Total Weekday Site-Generated Peak Hour Trips</b>	<b>43</b>	<b>43</b>

*Source: The Lutheran Church of St. Andrew Traffic Study. Lee Cunningham & Associates, Inc. September 2004.*

As shown in Table 1, the proposed uses on the site were estimated to generate approximately 43 peak hour trips during both the weekday morning and evening peak periods.

- Congestion Levels at Nearby Intersections

A summary of the Critical Lane Volume (CLV) analysis results for the effected intersections in the study area during the weekday morning and evening peak hours is provided in Table 2.

**TABLE 2**  
**SUMMARY OF CRITICAL LANE VOLUME (CLV) CALCULATIONS**  
**PROPOSED LUTHERAN CHURCH OF ST. ANDREW**

Intersection	Traffic Conditions							
	Existing		Background		Total		Total w/Applicant Funded Imps	
	AM	PM	AM	PM	AM	PM	AM	PM
MD 650/Briggs Chaney Road	776	1,091	816	1,186	820	1,192	--	--
MD 650/Norwood Road	1,255	1,238	1,278	1,301	1,303	1,326	--	--
MD 650/Bonifant Road/Good Hope Road	1,476	1,227	1,494	1,284	1,502	1,293	1,335*	1,232*
Norwood Road/Site Access	--	--	--	--	740	914	--	--

Source: The Lutheran Church of St. Andrew Traffic Study. Lee Cunningham & Associates, Inc. September 2004.  
 Congestion Standard for Cloverly Policy Area: 1,475.

\*1,404 CLV and 1,354 CLV, respectively for the morning and evening peak hours with east-west split-phasing for the intersection, post improvements

As shown in Table 2, the weekday morning and evening peak-hour capacity analysis presented in the traffic study indicated that under Total traffic conditions, CLV at the study intersections were either below the FY 2005 Cloverly Policy Area congestion standard of **1,475**, or with an applicant identified roadway improvement will not exceed the CLV under Background traffic conditions. The analysis presented in the traffic study indicated that the proposed improvement at MD 650/Bonifant Road/Good Hope Road intersection (lane designation changes to the westbound Good Hope Road approach to MD 650 – from existing left, through/right combination to proposed left/through, through/right combination, and construction of two receiving lanes on the west leg of the intersection) will create adequate CLV capacity during the weekday morning peak hour to accommodate traffic associated with the proposed development. A concept of the above improvements was accepted by the SHA (see Attachment No. 2). Therefore the application satisfies the LATR requirements of the APF test.

## ENVIRONMENTAL DISCUSSION

### Site Description

The 12.8-acre property is an upland site with no streams, wetlands, floodplains, or environmental buffers. Linear tree stands occur along two property lines, but they do not meet the definition of forest. Most of the property lies within the Northwest Branch

watershed (Use IV stream system). A small portion (about 0.43 acre) of the site adjacent to New Hampshire Avenue lies within the Paint Branch watershed (Use III stream system) and Upper Paint Branch Special Protection Area (SPA). The SPA portion of the site is also subject to an Environmental Overlay Zone.

### **Montgomery County Department of Permitting Services Review with Respect to the SPA Law**

The Montgomery County Department of Permitting Services has reviewed the proposed stormwater management concept plan. It has determined that the SPA law does not apply to the project because the proposed disturbance area within the SPA is too small to meet the definition of land disturbing activity. (Land disturbing activity is defined in the Montgomery County Sediment and Erosion Control Law to be disturbance that is 5000 square feet or more in area). Therefore, no SPA water quality plan is required.

### **Site Imperviousness**

The Upper Paint Branch SPA has a ten percent (10%) site imperviousness limit on development. The imperviousness limit is set forth in the Environmental Overlay Zone. The proposed plan has been revised so that it meets the 10% imperviousness limit. Only a very small portion of the proposed sidewalk along New Hampshire Avenue lies within the SPA. Improvements to New Hampshire Avenue that are required by SHA have been reduced from the original requirements. The driveway access also lies within the SPA.

### **Forest Conservation**

The preliminary forest conservation plan proposes an on-site afforestation area of 2.52 acres which will be protected with a Category I conservation easement. The afforestation area includes most of the existing tree stands. The forest conservation plan meets the requirements of the Forest Conservation Law.

### **CONCLUSION:**

Staff believes that the proposed plan is consistent with all applicable sections of the Subdivision Regulations and consistent with the Cloverly Master Plan. Transportation Planning has reviewed this application and has made specific recommendations regarding road dedication and improvements to meet Adequate Public Facilities review. The Department of Permitting Services has approved a stormwater management concept plan to address water runoff quality and quantity. The plan meets the requirements of the Montgomery County Forest Conservation Law. Staff, therefore, recommends approval of the application.

Attachments:

Attachment A      Vicinity Map  
Attachment B      Preliminary Plan

*No citizen correspondence has been received to date.*



# LUTHERAN CHURCH OF ST. ANDREW (1-05039)



Map compiled on April 14, 2005 at 1:17 PM | Site located on base sheet no - 22ONE01

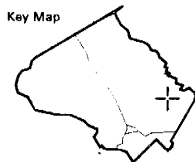
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Key Map



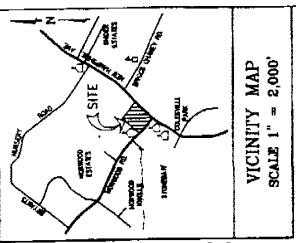
N



Research & Technology Center



1 inch = 600 feet  
1 : 7200



**EXISTING**

Parcel 234 (Lot 2) (P.O. 84)  
 Parcel 235 (Lot 3) (P.O. 85)  
 Parcel 236 (Lot 4) (P.O. 86)  
 Parcel 237 (Lot 5) (P.O. 87)  
 Parcel 238 (Lot 6) (P.O. 88)  
 Parcel 239 (Lot 7) (P.O. 89)  
 Parcel 240 (Lot 8) (P.O. 90)  
 Parcel 241 (Lot 9) (P.O. 91)  
 Parcel 242 (Lot 10) (P.O. 92)  
 Parcel 243 (Lot 11) (P.O. 93)  
 Parcel 244 (Lot 12) (P.O. 94)  
 Parcel 245 (Lot 13) (P.O. 95)  
 Parcel 246 (Lot 14) (P.O. 96)  
 Parcel 247 (Lot 15) (P.O. 97)  
 Parcel 248 (Lot 16) (P.O. 98)  
 Parcel 249 (Lot 17) (P.O. 99)  
 Parcel 250 (Lot 18) (P.O. 100)

**PROPOSED**

Proposed Building  
 Proposed Driveway  
 Proposed Parking  
 Proposed Landscaping  
 Proposed Utilities  
 Proposed Easements

**LEGEND**

EXISTING: Property, Subdivision, Easement, etc.

PROPOSED: Building, Driveway, Parking, etc.

**ENGINEER'S CERTIFICATE**

I, the undersigned, being duly licensed and qualified as a Professional Engineer in the State of Maryland, do hereby certify that the above described plan and specifications were prepared by me or under my direct supervision and that I am a duly licensed and qualified Professional Engineer in the State of Maryland.

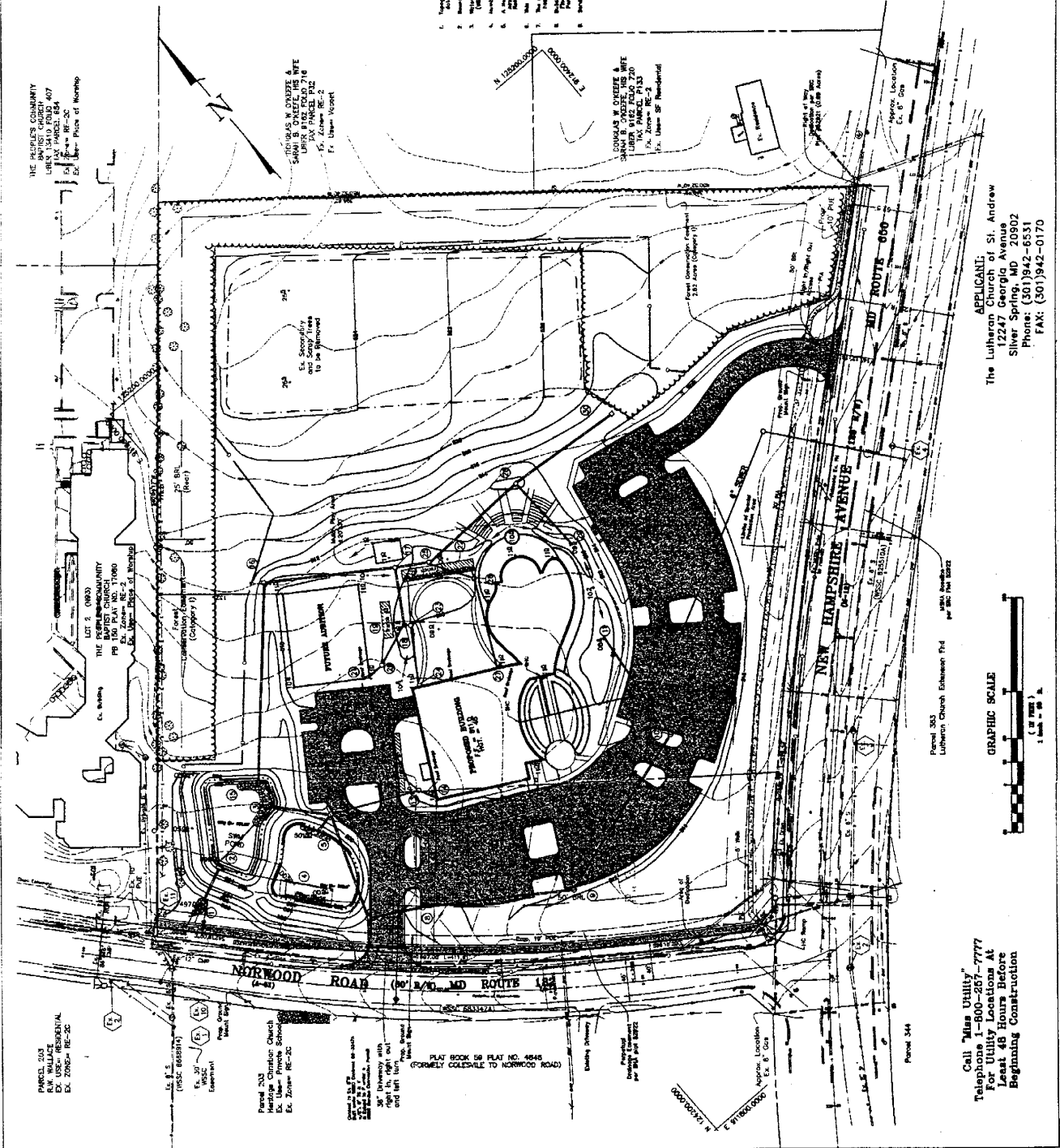
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 [Signature]  
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**PRELIMINARY SUBDIVISION PLAN**  
**SNOWDENS MANOR**  
**LUTHERAN CHURCH OF ST. ANDREW**  
 PARCELS 182 AND 234

5TH ELECTION DISTRICT - MONTGOMERY COUNTY - MARYLAND

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 Engineers & Planners & Surveyors  
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DESIGNED: DWH  
 DRAWN: BJD  
 CHECKED: JSC  
 DATE: 02-18-04  
 SHEET: 1 OF 1

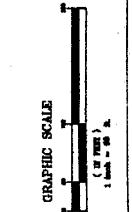


**THE PEOPLE'S COMMUNITY**  
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