



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

Special Exception Strickland Funeral Home

SE-4795

REQUEST	STAFF RECOMMENDATION
Special Exception to permit an 11,612-square-foot funeral home with a 9,184-square-foot reception hall.	APPROVAL with conditions

Location: In the southwest quadrant of the intersection of MD 193 (Enterprise Road) and Belvidere Road.	
Gross Acreage:	7.39
Zone:	R-R
Dwelling Units:	0
Gross Floor Area:	20,796 sq. ft.
Lots:	0
Parcels:	1
Planning Area:	73
Council District:	05
Election District:	13
Municipality:	N/A
200-Scale Base Map:	205NE10
Applicant/Address: Eric D. Strickland Strickland Funeral Home 6500 Allentown Road Temple Hills, MD 20748	
Staff Reviewer: Sherri Conner Phone Number: 301-952-3168 Email: Sherri.Conner@ppd.mncppc.org	



Planning Board Date:	01/09/20
Planning Board Action Limit:	N/A
Staff Report Date:	12/24/19
Date Accepted:	12/31/18
Informational Mailing:	12/12/18
Acceptance Mailing:	12/28/18
Sign Posting Deadline:	N/A

Table of Contents

FINDINGS:.....	3
1. Location.....	4
2. History and Previous Approvals.....	4
3. Neighborhood and Surrounding Uses.....	4
4. Request.....	4
5. Development Data Summary.....	5
6. Required Findings.....	5
7. Parking Regulations.....	14
8. 2010 Prince George’s County Landscape Manual Requirements.....	14
9. Tree Canopy Coverage.....	14
10. Signage Regulations.....	14
11. Referral Comments.....	15
12. Recommendation of Civic Groups.....	15
RECOMMENDATION.....	16

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

TECHNICAL STAFF REPORT:

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

VIA: Sherri Conner, Supervisor, Subdivision and Zoning Section
Development Review Division

FROM: Sherri Conner, Planning Supervisor, Subdivision and Zoning Section,
Development Review Division

SUBJECT: Special Exception SE-4795
Strickland Funeral Home

REQUEST: Permit a 11,612-square-foot funeral home with a 9,184-square-foot reception hall.

RECOMMENDATION: **APPROVAL with conditions**

NOTE:

The Planning Board has scheduled this application on the consent agenda for transmittal to the Zoning Hearing Examiner on the agenda date of January 9, 2020.

You are encouraged to become a person of record in this application. The request must be made in writing and addressed to the Prince George's County Office of the Zoning Hearing Examiner, County Administration Building, Room 2184, 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772. 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.

FINDINGS:

- 1. Location:** The subject property is located in the southwest quadrant of the intersection of MD 193 (Enterprise Road) and Belvidere Road. The property address is 3800 Enterprise Road, Bowie, Maryland 20721. Enterprise Road, abutting the subject property to the east, is a 150-foot-wide, master-planned arterial roadway. The full width of the right-of-way has not yet been dedicated and a portion of the master-planned alignment falls within the subject property.
- 2. History and Previous Approvals:** The subject property is located on Tax Map 53 in Grid E-3, consists of one parcel, and contains a total of 7.39 acres of land. The subject property is known as Parcel 57, recorded among the Prince George's County Land Records in Liber 39411 Folio 134. The subject property is considered an acreage parcel, which has never been the subject of a preliminary plan of subdivision (PPS) or final plat. The special exception site plan denotes that the special exception area covers the entirety of Parcel 57. Redevelopment of the subject property for commercial use, in excess of 5,000 square feet, will require a PPS prior to issuance of a building permit.

A portion of the property, 3.79 acres, was the subject of previously approved Special Exception SE-4481 for Triangle Seven Farm, which was approved by the Zoning Hearing Examiner on October 3, 2005, in order to validate and modify an existing on-site nursery and garden use which had been operating on the property since 1985. The modification included removal of an office trailer and construction of a 1,001-square-foot building for office and retail sales. An existing greenhouse of 2,891 square feet was also included in the special exception area.

The remainder of the site, which was not included in SE-4481, contains an early 20th century farmhouse and outbuildings. All existing structures on the entirety of the property are proposed to be razed, in order to develop the subject funeral home and reception hall on the property.

- 3. Neighborhood and Surrounding Uses:** The general neighborhood is bounded to the north by US 50 (John Hanson Highway), Lottsford Branch to the west, MD 193 to the east, and the Newton White Mansion/Enterprise Golf Course to the south. The neighborhood includes residential uses. The immediate uses surrounding the subject property are as follows:

North— Belvidere Road with vacant property beyond in the Rural Residential (R-R) Zone.

East— MD 193 (Enterprise Road) with single-family detached dwellings beyond in the Residential-Agriculture (R-A) Zone.

South— Single-family detached dwellings in the R-R Zone.

West— Single-family detached dwellings in the R-R Zone and Whittier Road beyond.

- 4. Request:** The applicant requests approval of a special exception to permit a funeral parlor use in the R-R Zone. The applicant proposes to redevelop the subject site with an 11,612-square-foot funeral home and a 9,184-square-foot reception hall.

5. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	R-R	R-R
Use(s)	Nursery & Garden Center (3.79 acres)/ Residential (3.6 acres)	Funeral Home & Reception Hall
Acreage	7.39	7.39
Parcels	0	0
Gross Floor Area	Office & Retail – 1,001 sq. ft Greenhouse – 2,891 sq. ft.	20,796 sq. ft.
Dwellings	1	0
Parcels	1	1

6. Required Findings: A special exception is subject to the general findings for approval of all special exceptions contained in Section 27-317(a) of the Prince George’s County Zoning Ordinance. Part 4 of the Zoning Ordinance also includes additional required findings for specific uses. A funeral parlor or undertaking establishment is subject to the additional findings of Section 27-357 of the Zoning Ordinance. The analysis of all the required findings for approval is provided below.

In support of the application, the applicant filed a statement of justification (SOJ) dated May 1, 2018. This case was heard at the Subdivision and Development Review Committee (SDRC) meeting on January 25, 2019. The applicant submitted a revised site plan and landscape plan, in addition to a traffic impact analysis (TIA) and a Maryland Inventory of Historic Properties application for the subject property, which was received on October 24, 2019, as requested by staff at the SDRC meeting.

General Special Exception Findings—Section 27-317(a) provides the following:

(a) A Special Exception may be approved if:

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

The purposes of Subtitle 27 of the Prince George’s County Code, as set forth in Section 27-102(a)(1) through (15) of the Zoning Ordinance, are generally to protect the health, safety, and welfare of the public; to promote compatible relationships between various land uses; to guide orderly development; and to ensure adequate public facilities and services. Specific to the R-R Zone, as set forth in Section 27-428(a) of the Zoning Ordinance, the purposes relate to providing for and encouraging variation in the size, shape, and width of one-family detached residential subdivision lots, in order to better utilize the natural terrain; facilitating the planning of one-family residential developments with moderately large lots and dwellings of various sizes and styles; encouraging the preservation of trees and open spaces; and preventing soil erosion and stream valley flooding. Staff finds that the use and the site plan, as proposed, will be in harmony

with the purposes of this Subtitle, given the analysis and recommended conditions contained herein.

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

As outlined within this technical staff report, this application has demonstrated conformance with the requirements and regulations of the Zoning Ordinance.

(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.

This application is in the Established Communities growth policy area of the *Plan Prince George's 2035 Approved General Plan* (Plan 2035). Plan 2035 describes these areas as most appropriate for context-sensitive infill and low- to medium-density development, and recommends maintaining and enhancing existing public services, facilities, and infrastructures to ensure that the needs of residents are met. This application is consistent with that vision.

The 1990 *Approved Master Plan Amendment and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* recommends low suburban land uses on the subject property. The use of this site as a funeral home and reception hall is not inconsistent with this vision.

Staff finds that the funeral home and reception hall does not substantially impair the integrity of any master plan, functional plan, or Plan 2035.

(4) The proposed use will not adversely affect the health, safety or welfare of residents or workers in the area.

The applicant's SOJ states that the proposed use will not adversely affect the health, safety, or welfare of residents and workers in the area and justifies this requirement is met as follows:

"The propose funeral home will provide an important service to the residents of Prince George's County, and the proposed reception hall will provide a place for visitors of the funeral home to congregate after funeral services. The proposed use will have a moderately low impact on the surrounding community due to the nature of the use and the adequate screening measures that will be provided."

Staff finds that the proposal is designed to provide adequate setbacks and buffering from neighboring properties, in accordance with the *Prince George's County Landscape Manual* (Landscape Manual), as detailed further in Finding 8 of this technical staff report. None of the responses from any of the referral agencies received by staff indicate that the proposal for a funeral home and reception hall, subject to the specific conditions contained herein,

will 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.

The applicant's SOJ provides the following:

"The proposed funeral home and reception hall are adequately screened from and buffered from adjoining properties. The proposed buildings will be difficult to see from properties surrounding the subject site and would therefore not have a detrimental impact on adjacent properties or the general neighborhood. The proposed use will have no effect on the development of other properties in the general neighborhood."

Staff finds that the proposed development will not detrimentally impact the use or development of adjacent properties. As shown on the submitted special exception site plan, the proposed funeral home and reception hall uses will be entirely located within the subject property. All associated parking and buffering requirements for the funeral home and reception hall will be met on-site, and this plan does not propose any public on-street parking which may impact neighboring properties.

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

The site has been issued a standard letter of exemption from the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (S-034-2019) dated March 8, 2019, with an expiration date of March 21, 2019, which conforms to this requirement.

(7) The proposed site plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).

This special exception site plan does not contain any regulated environmental features and, therefore, conforms to this requirement.

(b) In addition to the above required findings, in a Chesapeake Bay Critical Area Overlay Zone, a Special Exception shall not be granted:

(1) Where the existing lot coverage in the CBCA exceeds that allowed by this Subtitle, or

(2) Where granting the Special Exception would result in a net increase in the existing lot coverage in the CBCA.

The subject site is not located within the Chesapeake Bay Critical Area Overlay Zone. Therefore, the required findings outlined in subsection (b) above do not apply.

Specific Special Exception Requirements:

Section 27-357. – Funeral parlor or undertaking establishment.

(a) A funeral parlor or undertaking establishment may be permitted subject to the following:

(1) The minimum side and rear yard setbacks shall be at least fifty (50) feet, when adjoining land in any Residential Zone, or land proposed to be used for residential purposes on an approved Basic Plan for Comprehensive Design Zone, approved Official Plan for an R-P-C Zone, or any approved Conceptual or Detailed Site Plan;

The subject property is adjoined to land in the R-R Zone to the south and west, which are residentially developed. The submitted special exception site plan demonstrates the side and rear yard setbacks for the proposed funeral home and reception hall, which adjoin land in a residential zone and conform to the 50-foot setback requirement.

(2) If the subject property is located in a Residential Zone, it shall contain at least one and one-half (1 ½) contiguous acres;

The subject property contains a total contiguous site area of approximately 7.39 acres. The site conforms to the above requirement, as it exceeds the one and one-half contiguous acre requirement.

(3) The use shall not depreciate the value of neighboring properties;

The applicant's SOJ states that the proposed use will not have a negative effect on property values of neighboring values and provides the following justification:

“The proposed funeral home and reception hall will be adequately screened and buffered from adjoining properties and will be difficult to see from neighboring properties. The proposed buildings will be unobtrusive one-story structures that will be architecturally compatible with the surrounding neighborhood. The buildings will be comprised of attractive quality material such as brick and will incorporate architectural elements that are more residential in nature than what would be typical of commercial uses. This is demonstrated on the architectural elevations submitted as part of this Special Exception. Funeral homes are also a relatively low impact use and do not produce any [sic] significant disturbances (Noise, odor, glare, dust etc.) as part of their daily operation.”

The architecture for the front façade of the funeral home and reception hall was submitted to the Planning Department on December 18, 2019 and has been appropriately characterized in the applicant's SOJ. It is recommended that the side and rear façade elevations also be submitted to ensure that consistent building materials and design features are used on those façades as well. The applicant also included a real estate appraisal report for the proposed use with the submittal of this special exception application, dated November 13, 2018 and prepared by Sapperstein & Associates, LLC. The report opines that, given the design and operational considerations of the proposal, the proposed use will have no detrimental impact on the value of properties in the neighborhood. The report cites the following design and operational considerations in its conclusion including: setbacks in excess of that required by code; a wide plant and tree buffer proposed around the perimeter of the property; residential-like building design; vehicle access to the facility only from the north, where there is no residential development nearby; funeral services only mid-day so as not to disrupt rush hour traffic; no use of the facility after 8:00 p.m.; and no commercial use of the facility outside of funeral services.

The special exception site plan notes that the reception hall will be used for funeral repasts between the hours of 12:00 p.m. and 5:00 p.m. and may be used by non-profit groups between the hours of 6:00 p.m. and 8:00 p.m., Monday through Friday (no social events). The hours of funeral services should also be noted on the site plan, in accordance with the traffic study provided by the applicant, which indicates usage between the hours of 10:00 a.m. and 3:00 p.m. Staff finds that the proposed use will not depreciate the value of neighboring properties. The proposed use will be contained entirely within the subject property, provide buffering from surrounding properties and, as presented in the applicant's SOJ and associated real estate report, will implement design and operational measures so that the use will be in harmony with the surrounding development without depreciating neighboring property values.

(4) The use shall not adversely affect the character of neighboring properties; and

The applicant's SOJ indicates that the subject property will be developed with a sensitivity to the architectural compatibility of the surrounding neighborhood and will not adversely affect its character. The SOJ further states that the proposed buildings will be unobtrusive, one-story structures and will be comprised of quality materials, such as brick, and will incorporate architectural elements that are more residential in nature than what would be typical of commercial uses.

Additionally, the landscape plan submitted by the applicant shows that, in accordance with the requirements of the Landscape Manual, all required landscape buffers will be provided to screen the proposed development from the residential development abutting the site to the south and west. Staff agrees with the applicant's assertion that the proposed use will not adversely affect the character of neighboring properties.

(5) The use shall not create undue traffic congestion.

The applicant submitted a traffic impact analysis (TIA) as part of the subject application, dated October 10, 2019, prepared by O.R. George & Associates, Inc. The TIS considers the applicant's proposal and its impact on the road network in the vicinity of the site. The following analysis was conducted by staff concerning the proposed development:

The subject property is located within Transportation Service Area 2, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service (LOS) D, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted.

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections, a two-part process is employed: (a) vehicle delay is computed in all movements using *The Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

The requirement for the special exception is not a true test of adequacy. Given that the proposal involves construction of more than 5,000 square feet on a parcel that has never been subdivided, the site will be subject to a PPS. During that process, the development proposal will be tested for transportation adequacy.

Analysis of Traffic Impacts

The application is a special exception for a plan that includes a funeral parlor and ancillary reception hall. Neither the "Transportation Review Guidelines, Part 1" (Guidelines) nor the *Trip Generation Manual* (Institute of Transportation Engineers) contain trip rates for funeral homes or funeral parlors. Published rates are rare because, aside from employee traffic, there is no weekday pattern of travel into or out of the use. Based on the

applicant's survey of trips to and from the applicant's existing funeral home in Temple Hills, the table below summarizes trip generation in each peak-hour that will be used in reviewing traffic for the site:

Trip Generation Summary: SE-4795: Strickland Funeral Home								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Funeral Home	20,796	square feet	8	4	12	4	8	12

Regarding trip generation, the rates above clearly do not include funerals, wakes, or repasts conducted on the site. Through the SOJ and the traffic impact study (TIS), the applicant has made clear that weekday activities such as these will occur between the hours of 10:00 a.m. and 3:00 p.m., outside of the peak travel times of adjacent street traffic. This assumption and trip generation is consistent with past reviews of funeral parlors in the County.

An October 2019 TIS was submitted and accepted as part of this special exception. The following tables represent the results of the analyses of critical intersections under existing, background, and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 193 at Belvidere Road	21.0*	23.1*	--	--
MD 193 at Chantilly Lane	143.3*	91.1*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. The TIS indicates that all approved developments have been built out, with no pending development activity. However, Traditions at Beechfield (PPS 4-17018) was approved in 2018 for 491 age-restricted residences; this development has not been built out and should have been included in the analysis. A 2.0 percent annual growth rate for a period of two years has been assumed. A second analysis was done to evaluate the impact of background developments. With the inclusion of the background development, the analysis reveals the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 193 at Belvidere Road	23.7*	25.6*	--
MD 193 at Chantilly Lane	215.4*	123.0*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the "Guidelines", delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 193 at Belvidere Road	24.4*	26.2*	--
MD 193 at Chantilly Lane (standards for passing shown in parentheses)				
Delay Test (50 seconds or less)	220.8*	126.5*	Fail	Fail
Minor Street Volume Test (100 or fewer)	125	57	Fail	Pass
CLV Test (1,150 or less)	1,064	--	Pass	Pass
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.				

The table above notes no inadequacies in either peak hour. While the intersection of MD 193 at Chantilly Lane shows excessive delay, it passes the three-tier test.

The applicant has conducted analyses of existing weekday midday traffic and existing Saturday traffic, and has concluded that there would be no congestion issues at either critical intersection during these times. The analysis of existing traffic is by itself not sufficient to make a determination of adequacy at these locations; however, the traffic study done for the PPS shall study background and total future traffic at both critical intersections during Saturdays, as well as weekday middays.

As a means of limiting traffic within the adjoining neighborhood and ensuring that congestion on neighborhood streets does not occur, signage should be utilized along the property's MD 193 frontage to direct patrons of the use to the driveway accessing Belvidere Road.

The site is adjacent to MD 193. This roadway is listed on the 2009 *Countywide Master Plan of Transportation* as an arterial roadway. The total right-of-way is 150 feet in width, and the applicant shows an ultimate

right-of-way line on the site plan at 75 feet from centerline. This facility is shown on PGAtlas with the ultimate right-of-way skewed toward the west, and so more of the ultimate right-of-way per PGAtlas is shown on this site. Given that the practice employed by the Planning Department has generally placed one-half of the ultimate right-of-way on each side of an existing roadway, the transportation staff will deem the ultimate right-of-way to be acceptable as shown on the plan, with dedication to occur at the time of PPS.

As a means of reducing congestion adjacent to the site at MD 193 and Belvidere Road during events associated with the use, it is recommended that the applicant widen the Belvidere Road approach to MD 193 to allow for exclusive right- and left-turn lanes.

From the standpoint of transportation and in consideration of the findings contained herein, it is determined that this plan is acceptable if the application is approved with the recommended conditions. This application was also reviewed for conformance with the MPOT and the area master plan, in order to implement planned trails, bikeways, and pedestrian improvements, as follows:

One master plan trail impacts the subject property, with a shared-use sidepath and designated bike lanes recommended along MD 193. The MPOT includes the following text on this facility:

MD 193 Shared-Use Side path and Designated Bike Lanes: Provide continuous pedestrian and bicycle accommodations along MD 193 with either a wide sidewalk or side path for pedestrians and recreational cyclists, and wide curb lanes, bike lanes, or shoulders for on-road bicyclists. MD 193 is a major east/west corridor in northern Prince George's County and provides access to many schools, parks, and commercial areas. Pedestrian safety along the corridor is a concern and the provision of facilities to safely accommodate pedestrians and bicyclists is a priority (MPOT, page 26).

The majority of MD 193 in the vicinity of the subject site is an open section with no sidewalks and minimal shoulders. However, where frontage improvements and intersection improvements have occurred, wide sidewalks and designated bike lanes have been provided. At the intersection of MD 193 and Lottsford Road and along the MD 193 frontage of Enterprise Estates, this facility has been implemented as a six- or seven-foot-wide sidewalk. Therefore, staff recommends implementation of the wide sidewalk along the frontage of the subject site. A standard sidewalk is also recommended along the site's frontage of Belvidere Road. These recommendations will be made as part of the PPS, and staff recommends that the special exception site plan also reflect the recommended improvements.

7. **Parking Regulations:** In accordance with the parking and loading regulations contained in Section 27-568(a)(5) of the Zoning Ordinance, the funeral home is required to provide 126 parking spaces and the reception hall is required to provide 124 spaces, for a total of 250 parking spaces. The submitted site plan shows that a total of 253 parking spaces will be provided, including 209 regular parking spaces, 30 compact spaces, 4 standard handicap-accessible spaces, and 10 van-accessible handicap spaces. Section 27-582(a) requires 3 loading spaces for the proposed development, and the site plan shows that 3 loading spaces will be provided. Required parking will be accommodated around the proposed buildings via several drive aisles, all of which are proposed to be at least 22 feet in width, as shown on the site plan.

8. **2010 Prince George's County Landscape Manual Requirements:** The instant application is subject to the following sections of the Landscape Manual: Section 4.2, Requirements for Landscape Strips Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.6, Buffering Development from Streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscape Requirements.

The subject site fronts on both Belvidere Road and the stubbed street of Venison Lane, and is subject to Section 4.2 along those frontages. The applicant has provided the Section 4.2 schedules showing conformance with the requirements. Section 4.3 of the Landscape Manual requires parking lots that are between 100,000 to 149,000 square feet to provide 13 percent of the interior of the parking lot as planting area. The Section 4.3 schedule included on the landscape plan shows conformance to the requirements. The special exception application is in conformance with Section 4.4 of the Landscape Manual, providing required screening for the proposed loading spaces and trash receptacles. The property fronts on MD 193, a designated historic roadway, which requires a 20-foot-wide buffer to be planted. The required buffer and Section 4.6 schedules are provided on the landscape plan, which show conformance with the requirements.

In accordance with Section 4.7 of the Landscape Manual, a Type C bufferyard is required when a medium-impact use is adjacent to single-family detached houses. A Type C bufferyard includes a minimum 40-foot-wide building setback and 30-foot-wide landscaped yard, to be planted with 120 plant units per 100 linear feet of the property line. The landscape plan provides the appropriate schedules showing conformance with the requirements. The landscape plan also includes the required Section 4.9 schedule for sustainable landscape requirements, which show conformance with the requirements of providing native species plantings.

9. **Tree Canopy Coverage:** This application is subject to the Prince George's County Tree Canopy Coverage Ordinance because the project proposes more than 5,000 square feet of gross floor area or disturbance. A tree canopy coverage (TCC) schedule has been provided demonstrating that the required 15 percent TCC will be achieved on the subject site.

10. **Signage Regulations:** The special exception site plan labels an eight-foot-tall, 50-square-foot sign, to be provided by others, along the eastern property which abuts MD 193. Detailed elevations of the signage have been provided with this application. The location of the sign shown on the site plan should be revised to be removed from the master-planned right-of-way of MD 193, which is delineated on the site plan, unless authorization is obtain from the Prince George's County District Council, in accordance with Section 27-259 of the Zoning Ordinance.

The height and area of a sign in the R-R Zone for a nonresidential use is regulated in accordance with Section 27-615 of the Zoning Ordinance. In this instance, a funeral parlor is allowed by special exception in the Commercial Office (C-O) Zone and, therefore, sign regulations which are applicable to the C-O Zone shall set the standard for this development. The maximum signage height allowed is eight feet and the maximum area is 25 square feet. The site plan should be revised to reflect the maximum sign area to be 25 square feet.

11. Referral Comments: The following referrals were received and are incorporated herein by reference; all of the comments are addressed on the site plan, or as part of this technical staff report:

- a. Permit Review Section dated January 2, 2019 (Bartlett to Cannady II)
- b. Community Planning Division dated February 2, 2019 (Umeozula to Cannady II)
- c. Transportation Planning Section dated December 11, 2019 (Masog to Davis)
- d. Environmental Planning Section dated January 22, 2019 (Reiser to Shoulars)
- e. Prince George's County Department of Permitting, Inspections and Enforcement dated November 22, 2019 (Giles to Davis)
- f. Urban Design Section dated December 6, 2019 (Hurlbutt to Davis)
- g. Historic Preservation Section dated November 18, 2019 (Stabler to Davis)
- h. Transportation Planning Section dated January 30, 2019 (Shaffer to Cannady II)

12. Recommendation of Civic Groups:

Enterprise Road Corridor Development Review District Commission—In a memorandum dated March 6, 2019 (Brown to M-NCPPC), provided in the back-up and incorporate by reference herein, the Enterprise Road Corridor Development Review District Commission (ERCDRDC) provided comments concerning the subject application.

Two comments focused on traffic concerns regarding vehicle movement, congestion, access, and wayfinding signage along MD 193 and Belvidere Road. These items have been reviewed, as discussed in Finding 6 of this technical staff report, and conditions are recommended in consideration of the findings.

The ERCDRDC also provided comments concerning enhancing green initiatives on the site and the consideration of noise and construction staging impacts for the neighboring development. The subject application conforms to the environmental and landscaping requirements applicable at this stage. Further conformance with stormwater management requirements and construction impacts will be regulated through the permitting process.

RECOMMENDATION

A special exception use is considered compatible with uses permitted by-right within the R-R Zone, as long as specific special exception criteria are met. Unless unique adverse impacts are identified, the special exception may be approved. The appropriate standard for determining whether the use would create an adverse impact upon surrounding properties is to show that the proposed use, at this particular location proposed, would not have adverse impacts above and beyond those inherently associated with the special exception use, regardless of its location within the R-R Zone.

Based on the applicant's revised statement of justification, the analysis contained in the technical staff report, associated referrals, and materials in the record, the applicant has demonstrated conformance with the required special exception findings as set forth in Section 27-317 (in general) and Section 27-357, for a funeral parlor or undertaking establishment, of the Zoning Ordinance, in this instance. Therefore, staff recommends approval of Special Exception SE-4795, Strickland Funeral Home, subject to the following conditions of approval:

1. Prior to certification of the special exception, the site plan shall be revised as follows:
 - a. Relocate the sign a minimum of 10 feet from the master-planned right-of-way.
 - b. Revise the maximum sign area to 25 square feet.
 - c. Provide a general note limiting the hours that funeral services will be held, in accordance with the traffic impact analysis submitted with this application.
 - d. Delineate an eight-foot-wide sidewalk along the subject site's entire frontage of MD 193 (Enterprise Road), unless modified by the Maryland State Highway Administration.
 - e. Delineate a standard sidewalk along the subject site's entire frontage of Belvidere Road, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement and the Prince George's County Department of Public Works and Transportation.
2. Prior to certification of the special exception site plan, the side and rear building elevations for the funeral home and reception hall shall be provided and shall demonstrate the use of building materials and architectural features consistent with the front façades.
3. Prior to acceptance of a preliminary plan of subdivision, the applicant shall submit a revised traffic study for review. The study shall include the same two critical intersections, shall include the Traditions at Beechfield (PPS 4-17018) and any other approved and unbuilt development as background developments, and shall study weekday AM peak-hour, weekday PM peak-hour, weekday midday peak-hour (event), and Saturday peak-hour (event) traffic at both critical intersections.

4. Prior to 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 through the operating agency's access permit process, and (c) have an agreed-upon timetable for construction with the appropriate operating agency:
 - a. Widening of the Belvidere Road approach to MD 193 (Enterprise Road) to allow for exclusive right-turn and left-turn lanes.
 - b. Provision of signage along the property's MD 193 (Enterprise Road) frontage to direct patrons of the use to the driveway accessing Belvidere Road.