

Prince George's County Departure from Parking and Loading Standards Application No. 265

Applicant: Washington Woodworking Company, LLC

Location: Northwest corner of Columbia Park Road and Beaver Road, known as 2010 Beaver Road

Request: Departure of 36 off-street parking spaces and one loading space

R E S O L U T I O N

WHEREAS, the applicant is requesting a departure of 36 off-street parking spaces and one loading space; and

WHEREAS, the advertisement of the public hearing was posted on the property in accordance with the adopted Rules of Procedure of the Prince George's County Planning Board; and

WHEREAS, the Technical Staff Report released October 25, 2000, recommends Approval, with conditions; and

WHEREAS, after consideration of the Technical Staff Report and testimony at its regular meeting on November 2, 2000, the Prince George's County Planning Board agreed with the staff recommendation; and

WHEREAS, the Prince George's County Planning Board decision is based on the findings and conclusions found in the Technical Staff Report and the following DETERMINATIONS:

- A. Location and Field Inspection: The subject property is located at the northwest quadrant of the intersection of Columbia Park Road and Beaver Road. It is roughly rectangular in shape, and it is developed with a one-story warehouse/industrial structure which is used for the manufacture and storage of custom mill work, particularly cabinets, tables and bookcases. Parking and loading is provided along the northern edge of the property. The site is well kept and extensive landscaping exists along both road frontages.
- B. History: The subject property was retained in the I-2 Zone by the 1993 *Sectional Map Amendment for Landover and Vicinity*.
- C. Master Plan Recommendation: The 1993 *Master Plan for Landover and Vicinity* recommends employment use for the subject property.
- D. Request: The applicant requests a departure of 36 of 61 off-street parking spaces and one of two loading spaces.
- E. Surrounding Uses: The subject property is located in and surrounded by the Cabin Branch Industrial Area, which is made up of warehousing, distribution and light-manufacturing businesses in the I-1 and I-2 Zones.

- F. Parking Requirements: The applicant claims they are required to provide 36 off-street parking spaces. However, this is predicated on the fact that they wish to separate their business area into two separate uses: manufacturing and warehousing. Unless the warehousing is a distinct use and not just the incidental storage of raw materials/finished products related to the manufacturing use, the entire building must be counted at the manufacturing rate. The correct parking requirements are as follows:

<u>USE</u>	<u>SCHEDULE</u>	<u>SPACES REQUIRED</u>
Manufacturing (30,050 square feet)	2 spaces / 1,000 square feet	61.00
TOTAL REQUIRED		61.00
TOTAL PROVIDED		25.00

The applicant thus needs a departure of 36 off-street parking spaces. The parking schedule contained on the site plan should be revised to reflect these numbers.

- A. Other Issues: The site plan submitted with this application is different from the as-built conditions on the site. It needs to be revised to show:

1. The applicant is required to provide two 12x45 foot loading spaces. These spaces are noted, and two spaces are shown on the plan. However, they do not scale to the dimensions shown on the plan. A field visit to the site shows that one of the two loading spaces remains. The applicant is requesting a departure of one loading space.
2. What appears to be three additional parking spaces just above the loading spaces are shown to be fenced off and inaccessible on the site plan, however this is not the case in the field. These parking spaces (if that is what they are) should be removed from the site plan.
3. Several overhead doors and other entrances to the building exist but do not appear on the site plan. They must be shown.
4. The site is exempt from the requirements of the Landscape Manual since it does

not involve the creation of any new structures or parking spaces.

5. There are no freestanding signs proposed.
6. The site is in conformance with the development regulations found in the I-2 Zone.

H. Required Findings:

(A) **Section 27-588(b)(8) of the Zoning Ordinance provides that in order for the Planning Board to grant the departure, it shall make the following findings:**

1. **The purposes of Section 27-550 will be served by the applicant=s request.**

Finding: The purposes of Section 27-550 will be generally served by the applicant's request to waive a total of 36 of the 61 required parking spaces and one loading space for their existing business. The only additional areas available on site for parking are the landscaped areas along Beaver Road and Columbia Park Road. When weighing their positive impact versus the need for additional parking spaces, staff could not find the need so overwhelming as to recommend they be paved.

The subject use is in an industrial area and has existed for over fourteen years with the same 25 parking spaces and one loading space without apparent problems. The applicant claims that they have never had to use the public streets for parking or loading purposes. Certainly our observations at the site seem to bear this out, as do aerial photographs taken over the last several years that we have examined.

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

Finding: A departure of 36 parking spaces and one loading space is the minimum necessary. There can be no reduction for joint use of parking. The only way to provide additional parking would be to use some of the attractive landscaped areas on site.

3. **The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949.**

Finding: The custom millwork business operating on this site requires large amounts of space for storage of wood and finished products, but

relatively few employees. This results in an unique floor area to parking/loading ratio. There are very few visitors or customers to the site.

4. **All methods for calculating the number of spaces required have either been used or found to be impractical.**

Finding: All methods have been used. There is no methodology which would result in a smaller departure or negate the need for one.

5. **Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.**

Finding: There are no adjacent residential areas. The site is surrounded by other industrially-zoned properties.

(B) **In making its findings, the Planning Board shall give consideration to the following:**

1. **The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within 500 feet of the subject property.**

Finding: Parking and loading for the businesses within the Cabin Branch Industrial Area is provided on-site, for the most part. There is no on-street parking along Columbia Park Road, the major arterial through the area. There is no parking along this section of Beaver Road, although there is along other sections further to the north and east. There are parking spaces on adjacent properties, but they are to serve the uses contained thereon.

2. **The recommendations of an area master plan, or County or local revitalization plan, regarding the subject property and its general vicinity.**

Finding: The 1993 Master Plan recommends continued employment use, and it will not be impaired by the subject request.

3. **The recommendations of a municipality (within which the property lies) regarding the departure.**

Finding: The site is not within a municipality.

4. **Public parking facilities which are proposed in the County=s Capital Improvement Program within the general vicinity of the property.**

Finding: There are no public parking facilities proposed within the general vicinity.

(C) In making its findings, the Planning Board may give consideration to the following:

1. Public transportation available in the area.

Finding: The Cheverly Metro Station is located approximately one-half mile west of the subject property. There is Metrobus service along Columbia Park Road.

2. Any alternative design solutions to off-street facilities which might yield additional spaces.

Finding: There is no alternative design solution short of tearing out the landscaped areas along the street frontages and paving them over. Needless to say, this is not the preferred alternative.

3. The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within 500 feet of the subject property.

Finding: The subject site and the adjacent businesses keep regular daytime business hours.

4. In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George=s County Code.

Finding: Not applicable

NOW, THEREFORE, BE IT RESOLVED, that Departure from Parking and Loading Standards Application No. 265 is hereby APPROVED subject to the following conditions:

- a. A corrected parking schedule in accordance with this report.
- b. Removal of what appears to be three additional parking spaces shown to be fenced off and inaccessible.
- c. All overhead doors and entrances to the building shall be shown.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board=s action must be filed with the District Council of Prince George=s County within thirty (30) days following 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 Lowe, with Commissioners Eley, Lowe, Brown and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, November 2, 2000, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 7th day of December 2000.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

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