

R E S O L U T I O N

WHEREAS, the Prince George=s County Planning Board has reviewed Departure from Parking and Loading Standards requesting a departure of 33 out of 37 required parking spaces 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 September 25, 2003, the Prince George's County Planning Board finds:

- A. **Location and Field Inspection:** The property is located on the north side of Lawrence Place approximately 1,000 feet east of 52nd Avenue, known as 5160 Lawrence Place. The site comprises 0.96 acre of land and is improved with a 22-foot-high warehouse building and associated parking lot. The building, which was built in 1960, consists of 36,423 square feet of gross floor area. The site is accessed from Lawrence Place via a single driveway.

- B. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	I-1	I-1
Use(s)	Warehouse/Distribution	Warehouse/Storage
Acreage	0.96±	0.96±
Square Footage/GFA	36,423	36,423

- C. **History:** The property was originally adopted into the Maryland-Washington Regional District on April 26, 1927. The approved 1994 Sectional Map Amendment (SMA) for Bladensburg-New Carrollton and Vicinity retained the property in the I-1 Zone
- D. **Master Plan Recommendation:** The 1994 Approved Master Plan for Bladensburg-New Carrollton and Vicinity recommends the property for general industrial land use.
- E. **Request:** The applicant is requesting a departure of 33 from the required 37 parking spaces to allow for the storage of material associated with a moving company within the existing warehouse building. The actual business office for the moving company is located elsewhere. The proposed site plan provides for four on-site parking spaces.
- F. **Surrounding Uses:** The immediate area surrounding the site is generally characterized by light-industrial uses in the I-1 Zone. The subject property is surrounded on all sides by similar warehouse/distribution uses and buildings. There is a residential subdivision (Newton Village and Cheverly Crossing Apartments) further to the northeast, beyond a wooded buffer.
- G. **Design Requirements:**

1. **Number of Required Parking and Loading Spaces:** The parking requirements in place in 1960, when the existing warehouse was originally built, required one parking space for each 1,000 square feet of gross floor area (GFA).

According to the applicant's parking schedule, a total of 37 parking spaces are required for the subject warehouse building. The site plan provides for four parking spaces, including one space for the physically handicapped. The applicant is requesting a waiver of 33 parking spaces.

Loading requirements in place in 1960 required one loading space for buildings between 1,500 to 10,000 square feet of gross floor area (GFA), with one additional space required for each additional 40,000 square feet of GFA.

The site plan shows two required loading spaces.

2. ***Landscape Manual:*** The site is exempt from the *Landscape Manual* since no new building or outdoor parking areas are to be constructed.

H. **Sign Regulations:** No freestanding sign is proposed for the subject property. Any sign that will be placed on the property must meet all area, height and setback requirements.

I. **Required Findings - Departure from Parking and Loading Standards**

- (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.**

The purposes of the Parking Regulations are as follows:

- a. **The off-street and on-street parking areas are sufficient to serve the parking and loading needs of all persons associated with the building and use.**
- b. **To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points.**
- c. **To protect the residential character of residential areas.**
- d. **To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

The applicant's statement of justification indicates that the existing

36,423-square-foot building was constructed in 1960. The applicant, a moving company, proposes to use the warehouse for storage, but will have a separate business office elsewhere. Storage uses by their nature generate a very low number of customers (generally none) and employees. As such, existing conditions on the property provide for ample and convenient parking and loading accommodations to satisfy parking and loading needs. The applicant suggests that a maximum of five employees will be at the site at any given time. They have found, historically, that approximately 40 percent of their employees either ride share or rely on public transportation to get to work. Therefore, the four parking spaces will adequately serve their parking needs. Nearby residential areas are not oriented toward nor do they have access to Lawrence Place. It is extremely unlikely that these residential areas will be infringed upon.

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

The requested departure is the minimum necessary because there is no other open area on the site where additional spaces can be provided.

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

Although this property was not developed prior to 1949, it is located in an older, industrially developed portion of the county. The building=s originally intended use as a warehouse and its placement on the subject property is typical of many large buildings placed on small parcels of land that are found in several areas inside the Capital Beltway.

The departure will merely validate a situation that existed on the property for over 40 years. The proposed use will not intensify or exacerbate existing traffic and parking conditions in the area. The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location.

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

All methods for calculation have been used and found impractical to further reduce the parking requirement. There is not enough space left on the site to accommodate all of the required spaces. There is no other possible way to further reduce the parking requirement due to constraints such as the location of the driveway and the lack of building setback.

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

There are some residential uses several hundred feet to the northeast; however, they are not oriented toward Lawrence Place nor do they share access with the industrial area in which the existing warehouse is located.

(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.

Other business establishments located in the area generate minimal traffic. Most have their own parking accommodations on site. The proposal provides for four parking spaces and two required loading spaces by which the proposed use will be adequately served.

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

The 1994 Approved Master Plan for Bladensburg-New Carrollton and Vicinity recommends the property for general industrial land use. The subject use is consistent with the plan's recommendations and will not impair the integrity of the master plan. The master plan notes, on page 82, that no on-street parking problem exists in this industrial area, and that the area does not infringe on the nearby residential subdivision.

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

This subject property 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.

There are no public parking facilities proposed for this area.

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

1. Public transportation available in the area.

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

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.

The property is within walking distance of public transportation along Kenilworth Avenue, and the applicant anticipates significant use of public transportation by employees, based on past observations. The site plan has been revised to accommodate the required handicap space.

The subject property is located in an industrial area and, as indicated, parking demand generated by the uses on the subject property will be adequately satisfied with the existing four parking spaces. There will be no disruption to traffic flow or parking conditions on the surrounding streets resulting from the continuation of the existing uses. The proposal will not affect the nature and hours of operation of other uses within 500 feet of the subject property.

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 the above-noted application.

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 Harley, with Commissioners Eley, Harley and Hewlett voting in favor of the motion, Commissioner Lowe abstaining and with Commissioner Vaughns voting in opposition of the motion at its regular meeting held on Thursday, September 25, 2003, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 9th day of October 2003.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

TMJ:FJG:TL:rmk

(Revised 8/9/01)