

RESOLUTION

WHEREAS, the Prince George’s County Planning Board has reviewed DPLS-395, Mills Car Wash requesting a departure from parking and loading standards for a reduction in the parking requirement by 14 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, 2014, the Prince George’s County Planning Board finds:

- 1. **Request:** The subject application requests approval of a 12,871-square-foot car wash and a departure from parking and loading standards for a reduction in the parking requirement by 14 spaces.

- 2. **Location:** The subject site is located on the west side of Robert Crain Highway (US 301) (southbound), approximately 450 feet north of its intersection with Mitchellville Road, within Council District 4 and the City of Bowie.

3. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	C-M and R-R	C-M and R-R
Use(s)	Vacant	Car Wash
Acreage	4.18	4.18
Square Footage/GFA	0	11,098 (Phase 1) 1,773 (Phase 2) 12,871 (Total)

OTHER DEVELOPMENT DATA

Parking Requirements:

	REQUIRED	APPROVED
Total Parking Spaces	26	12
(1 per every 500 sq. ft. of GFA)		
of which Handicap Spaces	1 (1 Van-Accessible)	2 (1 Van-Accessible)
Total Loading Spaces	2	1*

*The required number of loading spaces for the total gross floor area shall be indicated on the companion detailed site plan prior to certification.

4. **Surrounding Uses:** The subject site is zoned Commercial Miscellaneous (C-M) and Rural Residential (R-R) and consists of Parcel C (to be developed as a car wash) and Outlot A (vacant land), which combined are 4.18 acres. The site adjoins a single-family residence and park land without active recreational facilities to the west in the R-R Zone. Beyond the single-family residence to the southwest of the proposed car wash is the Carroll Methodist Chapel and Cemetery (Historic Site 74A-006), located at 1811 Mitchellville Road. To the north are a car dealership in the C-M Zone and a church in the Commercial Shopping Center (C-S-C) Zone. The subject site is bounded to the east by Robert Crain Highway (US 301) (southbound), and to the south by Mitchellville Road, which is a historic road.

As the property is irregularly shaped, it is also bounded to the east and south by a C-M-zoned property with an existing single-family detached dwelling that is anticipated to be redeveloped with a CVS Pharmacy, pursuant to the approval of Detailed Site Plan DSP-12060 (PGCPB Resolution No. 13-45).

5. **Previous Approvals:** Parcel C is the subject of the approved Preliminary Plan of Subdivision (PPS) 4-05148, which is for 20.92 acres. The PPS 4-05148 was originally approved by the Prince George's County Planning Board on March 15, 2007. On December 1, 2011, the Planning Board approved a request to reconsider the PPS 4-05148 (PGCPB Resolution No. 07-66(A)).
6. **Design Features:** The subject site proposes vehicular access along Robert Crain Highway (US 301). This access will be shared with the adjacent property to the south, which will be developed with a CVS Pharmacy pursuant to approved DSP-12060 (PGCPB Resolution No. 13-45). Surface parking is proposed along the south and west sides of the proposed building; and a vacuuming station is also proposed along the west side. North of the vacuuming station and surface parking lot, tree preservation and afforestation areas are proposed.

The proposed car wash is also referred to as a "flex service car wash" by the applicant. It provides customers the flexibility of deciding the type of services they want to purchase. The proposed services include: exterior car wash and dry, interior and exterior cleaning or detailing, and self-service vacuuming. A lounge area is provided for customers who have purchased car detailing services.

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the C-M Zone; the R-R Zone; and Part 11, Off-Street Parking and Loading, as follows:
 - a. The subject application is in conformance with the requirements of Section 27-461(b) of the Zoning Ordinance, which governs uses in commercial zones. The proposed car wash is permitted in the C-M Zone subject to detailed site plan approval in accordance with Part 3, Division 9, of this Subtitle. A companion detailed site plan DSP-12032 has been prepared in fulfillment of this requirement.

A car wash is not permitted on the R-R portion of the subject property. In this small area only a landscape buffer is proposed.

- b. The site layout is consistent with Section 27-462, regulations regarding building setbacks.
 - c. The application requires a departure from Section 27-568, Schedule of Spaces Required, of the Zoning Ordinance. See Finding 8 for discussion of the departure from parking and loading standards request.
8. **Departure from Parking and Loading Spaces:** The application requests a reduction in the required number of parking spaces by fourteen parking spaces. Based on the requirements of Section 27-568(a) of the Zoning Ordinance, this proposed development would normally require a minimum of 26 parking spaces. The site can only provide 12 spaces, hence the need for the proposed departure application. The site has been reviewed for compliance with the parking and loading requirements and required findings for approval of a departure contained in the Zoning Ordinance.

The applicant provided the following summarized description of the proposal and the need for the departure request:

A flex service drive-through car wash is proposed for this site. The site is designed for customers to enter the property from Crain Highway, and then drive directly into the car wash facility. Car wash customers will stay in their vehicles as they drive directly into and through the car wash building (wash tunnel) where the exterior of their vehicles are washed and dried.

After exiting the car wash building, customers will have three choices:

- (1) End their service and exit the property.
- (2) Leave their car with an attendant for detailing services and walk into the Lounge to wait for the detailing to be completed.
- (3) Drive their car to the vacuum service area and use the vacuums provided to clean the inside of their car.

Parking spaces will not be used by customers: not by customers who are exiting the site after the car wash building service, not by detailing service customers and not by customers who choose to vacuum their vehicles after the car wash. The parking spaces will be used by employees. Depending on the volume of business at any particular time, approximately five (5) to ten (10) employees will staff the car wash.

Section 27-568 of the Zoning Ordinance requires one (1) parking space for every 500 square feet of gross floor area for a car wash. The total gross floor area of the entire car wash operation (the car wash building, the detailing building, the lounge, restrooms, and the office) is 12,871 square feet. Using this total to calculate the gross floor area yields a requirement of twenty-four (24) parking spaces. However, the actual number of parking

spaces needed for the use will be considerably less. This flex service drive-through car wash operation will not require customers to use a parking space for any reason. As such, the Applicant proposes that it is more appropriate to determine the parking space requirement by considering the total gross floor area of the lounge area, restrooms, and the office space. The total gross floor area of the lounge area, including restrooms, and the office space is 3,294 square feet which yields a requirement of seven (7) parking spaces for the site.

The Detailed Site Plan provides twelve (12) parking spaces, including two (2) handicapped parking spaces. The Applicant is requesting a departure from the requirement that the property contain twenty-four (24) parking spaces and a simultaneous finding that seven (7) parking spaces are sufficient for the use proposed, based on the total gross floor area calculation of the lounge area, restrooms, and office space.

Section 27-588(b)(7) of the Zoning Ordinance contains the following required findings for departure applications. Each standard is listed in **[bold face]** type below:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Part (Section 27-550) will be served by the applicant's request;

Section 27-550. Purposes

(a) The purposes of this Part are:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) 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;**
- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

Applicant's Justification: The applicant provided the following justification for how the purposes of Section 27-455 of the Zoning Ordinance will be met:

The purposes of Section 27-550 will be served by the requested departure. Customers will not use any of the parking spaces on the property; as such, the proposed seven (7) parking spaces are sufficient to serve the parking needs of all persons associated with the building and its use. The design of the building, the site layout of the car wash facilities and the manner in which this car wash will be operated aid in relieving traffic congestion by eliminating the use of public streets

for parking and loading by this property and reducing the number of access points as required by this section of the Zoning Ordinance.

The Planning Board concurs that the purposes of the off-street parking and loading standards will be met by the subject proposal and adopts the above statement as a finding. Adequate parking will be provided for this specific use, which does not require customers to park their cars.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

The site plan proposes twelve parking spaces and 14 vacuum stations. Since the vacuum stations may not be used to meet the minimum parking requirement, the minimum departure necessary is a departure of 14 of the required 26 parking spaces. The Planning Board finds that the application has provided parking in all reasonable areas on site, while meeting Zoning Ordinance standards and protecting open space.

(iii) 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;

The Planning Board finds that the departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The car wash is proposed in an area with sensitive environmental features including a wetland. Additional parking on the site would negatively impact these environmental features.

(iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and

The methods provided in Part 11 for calculating the number of spaces required by the Zoning Ordinance have been used, leaving no alternative but to pursue the departure request.

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

An evaluation of the adjacent neighborhood through aerial photography indicates that residential communities are not directly adjacent to the subject proposal. Consequently, the potential impact of this parking deficit is not likely to impact any residential neighborhood.

The Planning Board finds that the applicant has demonstrated that while 26 parking spaces are required pursuant to Part 11 of the Zoning Ordinance, the use only generates a practical need for 7 parking spaces. The provided 12 parking spaces are sufficient to serve the needs of the site. The Planning Board approves the departure request.

13. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The comments are summarized as follows:

a. **Community Planning**—The Planning Board adopts the following:

- (1) **Conformance with the Plan Prince George's 2035 Approved General Plan:** This application is located within the designated Established Communities. *Plan Prince George's 2035 Approved General Plan* classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local and Suburban Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan Prince George's 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

This application is not inconsistent with *Plan Prince George's 2035 Approved General Plan* policies for Established Communities.

- (2) **Conformance with the 2006 Approved Bowie and Vicinity Master Plan and Sectional Map Amendment:** The application conforms to the commercial development land use recommendations of the February 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B*.

- b. **Transportation Planning**—There are no issues regarding on-site circulation, or the submitted departure from parking and loading standards request.
- c. **Prince George's County Police Department**—In a memorandum dated December 4, 2013, the Prince George's County Police Department stated that after visiting the site, there are no crime prevention through environmental design (CPTED) issues.
- d. **The Department of Permitting, Inspections and Enforcement (DPIE)**—In comments dated December 24, 2013, DPIE provided an evaluation of the subject proposal, summarized as follows:

- (1) The property is located northwest of the intersection of Robert Crain Highway (US 301) and Mitchellville Road. Robert Crain Highway (US 301) is a State-maintained roadway; therefore, coordination with the Maryland State Highway Administration (SHA) is required.
- (2) DPIE has no objection to the proposed parking space departure.
- (3) A concept plan for the construction of a westbound turn lane from Queen Anne's Bridge Road to northbound US 301 is required prior to the issuance of a grading permit.
- (4) The proposal is consistent with the approved Stormwater Concept Plan 27555-2013, dated October 9, 2013.

e. **State Highway Administration (SHA)**—In a memorandum dated August 20, 2014, SHA provided an evaluation of the subject proposal. SHA's findings, comments, and conclusions are as follows:

- (1) Access to the commercial car wash is proposed via one (1) right-in/right-out movement inter-parcel site access to Robert Crain Highway (US 301).
- (2) The plan showed the internal circulation of the US 301 intersection with Site Access.
- (3) The plan did not include analyses or conclusions for the levels of service.

SHA concurs with the report findings for this project as currently proposed, and will not require the submission of any additional traffic analyses. However, an access permit will be required for all construction within the SHA right of way.

f. **City of Bowie**—The City of Bowie raised no issue with the submitted departure request.

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 Departure from Parking and Loading Standards DPLS-395, Mills Car Wash, subject to the following conditions:

1. Revise the parking tabulation on Sheet 1 to reflect the number of parking spaces that were waived by the Planning Board and provide a reference to the Planning Board's resolution number.

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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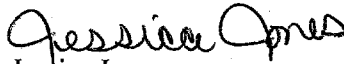
This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Shoaff, seconded by Commissioner Geraldo, with Commissioners Shoaff, Geraldo and Hewlett voting in favor of the motion, and with Commissioners Bailey and Washington absent at its regular meeting held on Thursday, September 25, 2014, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 2nd day of October 2014.

APPROVED AS TO LEGAL SUFFICIENCY

M-NCPPC Legal Department
Date 9/29/14

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:MF:arj