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Detailed Site Plan DSP-02049

Departure from Design Standards DDS-536

Application	General Data
Project Name: BRT Masonry, LLC Location: 7718 Delano Road, approximately 500 feet northeast of its intersection with Alexandria Ferry Road. Applicant/Address: BRT Masonry, LLC 7718 Delano Road Clinton, Maryland 20725-1827	Date Accepted: 10/22/2002
	Planning Board Action Limit: waived
	Plan Acreage: .3903 acre
	Zone: I-1
	Dwelling Units: NA
	Square Footage: NA
	Planning Area: 81A
	Council District: 9
	Municipality: NA
	200-Scale Base Map: 210SE07

Purpose of Application		Notice Dates	
Masonry Contractor with Outdoor Storage and departures from Zoning Ordinance requirements regarding the width of a two-way drive aisle, the width of a drive aisle behind (required backing out space) 90 degree parking, and the requirement that a parking area be connected to a street by a driveway.		Adjoining Property Owners: (CB-15-1998)	10/17/02
		Previous Parties of Record: (CB-13-1997)	NA
		Sign(s) Posted on Site:	1/24/03
		Variance(s): Adjoining Property Owners:	NA
Staff Recommendation		Staff Reviewer: Ruth E. Grover	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
X			

February 11, 2003

MEMORANDUM

TO: Prince George's County Planning Board
VIA: Steve Adams, Urban Design Supervisor
FROM: Ruth Grover, Senior Planner
SUBJECT: Detailed Site Plan, DSP-02049 and
Departures from Design Standards, DDS-536

The Urban Design staff has reviewed the Detailed Site Plan and the application for Departures from Design Standards for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions as described in this report. This report will first address the Detailed Site Plan application and then the three Departures from Design Standards.

Detailed Site Plan, DSP-02049

EVALUATION

This Detailed Site Plan was reviewed and evaluated for compliance with the following criteria:

- a. Zoning Map Amendment A-9741C.
- b. The requirements of the Prince George's County Zoning Ordinance.
- c. The requirements of the *Landscape Manual*.
- d. The requirements of the Prince George's County Woodland Conservation Ordinance.
- e. Referral comments.

FINDINGS

Based on the evaluation and analysis of the subject Detailed Site Plan, the Urban Design Review staff recommends the following findings:

1. **Request:** The subject application is for the approval of the use of the subject property for the operation of a masonry contractor's business and ancillary outdoor storage. Previous use of the property was residential and the lot is improved with a single-family dwelling.

2. Site Plan Data:

	Existing	Proposed
Zone(s)	I-1	I-1
Use(s)	Contractor's office and storage	Contractor's office and storage
Acreage	17,000 square feet or .3992 acre	17,000 square feet or .3992 acre
Lots	1	1
Square footage/GFA	1,163 square feet	1,163 square feet
Dwelling Units:		
Attached	None	None
Detached	None	None
Multifamily	None	None

Other Development Data	Required	Provided
Parking Spaces Required	3 spaces	4 spaces
Loading Spaces Required	None	None
Area of Outdoor Storage Compound	N/A	5,200 square feet
10% Green Area required	1,700	7,451
Signs	None	None

3. **Location:** The property is located in Planning Area 81A, Council District 9, adjacent to the south side of Andrews Air Force Base. More specifically, it is located on the northwestern quadrant of Alexandria Ferry and Delano Roads, at 7718 Delano Road in Clinton. The property is also known as Lot 31 of the Bellefonte subdivision as is depicted on Tax Map 108 in Grid A4, and is located in the Industrial (I-1) zoning district.
4. **Surroundings and Use:** Land use adjacent to the subject site is exclusively industrial. The land use fabric surrounding the subject property, however, is a mix of industrial and residential. Largely because of the rezoning of the land to industrial, land use in the vicinity is evolving from residential to industrial use. Industrial use seems a better fit both because of the number of industrial uses already in the neighborhood and the proximity of Andrews Air Force Base. As is desired by the applicant, many of the single-family homes in the vicinity of the subject site have been converted to industrial offices, shops and ancillary uses. Some residential use persists in the vicinity, though the residential and industrial land uses appear to coexist remarkably peaceably.
5. **Previous Actions:** On May 9, 1989, the District Council granted a rezoning of the subject property in Zoning Ordinance No. 23-1989, Case No. A-9741-C. The application requested that 21.19 acres, which included the subject Lot 31, be rezoned from R-R to I-1. The approval carried with it a condition that any proposed development of the property be subject to detailed site plan review, with particular attention paid to buffering and screening of adjacent residential areas, noise impacts, and building acoustics.

COMPLIANCE WITH EVALUATION CRITERIA

6. **Zoning Map Amendment A-9741-C:** This amendment required that the detailed site plan show particular attention to buffering and screening of adjacent residential areas, noise impacts and building acoustics. The detailed site plan demonstrates compliance with buffering and screening requirements of the Zoning Ordinance. However, since the subject site has no adjacent residential use, any further “particular attention” to buffering and screening is unnecessary in this case. Additionally, noise impacts and building acoustics are not in issue since neither the proposed use (masonry contractor’s office and storage) nor the surrounding industrial uses generate substantial noise levels. Lastly, it has been determined that noise from Andrews Air Force Base has no significant negative noise impacts on the subject site.
7. **Zoning Ordinance:** The subject application has been reviewed against Zoning Ordinance requirements for the I-1 Zone and the site plan design guidelines, including parking, loading and signage.
 - a. The subject use, a contractor’s office with outdoor storage, is in conformance Part 11, Off-Street Parking and Loading (except as indicated in b. and c. below), Part 12, Signs, and the requirements of Section 27-469 for development in the I-1 Zone.
 - b. Per Section 27-563, the driveway width to the parking lot must measure at least 22 feet. Because this requirement has not been met in this application, the applicant is requesting a departure. Staff analysis of that application is included below.
 - c. The parking space for handicapped, per Section 27-560, requires 22 feet behind it, so as not to require backing out on the street. Additionally, Section 27-563 requires that all parking areas be connected to a street by a two-way driveway. These requirements have also not been met, so a departure has been requested for the location of the handicapped space.
8. **Landscape Manual:** The project has been reviewed against the applicable sections of the *Landscape Manual* and found to be in compliance. More specifically, the requirements of Section 4.2, Commercial and Industrial Landscaped Strip Requirements, and Section 4.3.b.1, Perimeter Landscape Requirements, have been successfully incorporated into the plans. Section 4.2 requires a landscaped strip adjacent to the public right-of-way in front of the property and Section 4.3.b.1 requires a landscaped strip between the parking lot and the adjacent property line.
9. **Woodland Conservation Ordinance:** As per the Environmental Planning Section, the subject project is exempt from the requirements of the Prince George’s County Woodland Conservation Ordinance because the lot is smaller than 40,000 square feet of gross tract area, there is less than 10,000 square feet of existing woodland, and there will be less than 5,000 square feet of woodland clearing.
10. **Referral Comments:** The subject application was referred to all concerned agencies and divisions. Major referral comments are summarized as follows:
 - a. The Department of Public Works and Transportation (DPW&T) will require:
 - Right-of-way dedication.
 - Frontage improvements in accordance with DPW&T’s urban industrial road standards, unless another agreement is reached with the applicant.

- Compliance with street tree and lighting standards.
- Storm drainage systems and facilities must be in accordance with DPW&T and the Department of Environmental Resources requirements.

DPW&T also stated that the west side 19-foot entrance was adequate for the intended use.

- b. Transportation—Noting that Delano Road is a 50-foot right-of-way, the Transportation Planning Section stated that the site plan is acceptable.
 - c. Stormwater Management—The Department of Environmental Resources stated that they had no objection to the project.
 - d. Subdivision—The Subdivision Section first noted that the applicant must demonstrate that Lot 31 was legally subdivided. Upon review of a deed recorded in Liber 5129 Folio 408, dated July 1979 (pre-1982) and a 1944 Plat of the Bellefonte subdivision, the section found that the lot was legally created pursuant to Section 24-107(C)(7).
 - e. Trails—The Trails Planner of the Transportation Planning Section stated that there would be no trails requirements for this project.
 - f. Environmental—The Environmental Planning Section has offered verbal comments on the project that the application is exempt from the Woodland Conservation Ordinance; that there are no floodplains or wetlands on the site; and that the application does not appear to raise any noise issues.
 - g. Permits—The Permits Section recognized the need for a departure from the requirement that the project be served by a two-way drive aisle measuring a minimum of 22 feet. They also noted that there must be 22 feet of back-up area behind the handicapped parking space. Lastly, they requested that the height and square footage of the existing structure be provided on the site plan.
 - h. Community Planning—The Community Planning Section found that the low-intensity industrial use is appropriate for the site, noting the proximity of Andrews Air Force Base making the site unsuitable for residential use.
11. The Detailed Site Plan, if revised in accordance with the proposed conditions, will represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development from its intended uses.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-02049.

Departure from Design Standards, DDS-536

1. The site is located at 7718 Delano Road, in the northwestern quadrant of its intersection with Alexandria Ferry Road in Clinton, Maryland. The subject property is also known as Tax Map/Grid 108-A4, Lot 31. The site is zoned Light Industrial (I-1). The proposed use of the site is for a masonry contractor's office and ancillary outdoor storage.
2. The applicant is requesting three Departures from Design Standards. First, for the parking to be located behind the structure on the property, he is requesting a departure of 10 feet from the requirement contained in Section 27-563 of the Zoning Ordinance that a 22-foot, two-way drive aisle serve all parking lots. Second, to allow his handicapped parking space to remain in its current location and be accessed directly from Delano Street, he is requesting a 14-foot departure from Section 27-560 that requires 22 feet behind 90-degree parking. Third, for the same reason, he is requesting a departure from Section 27-563 that requires all parking areas to be connected to a street by means of a driveway.
3. **Requested Departure for the lack of a 22- foot driveway to the parking lot: Required Findings**

Section 27-239.01(b)(9), Required Findings, of the Zoning Ordinance provides that:

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

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

The purposes of the Zoning Ordinance set forth in Section 27-102 in general are to protect the health, safety and welfare of the general public in Prince George's County. In this instance, the departure requested will primarily impact the employees of the business as a masonry contractor has very few clients visit their place of business. The impact of having a narrower driveway is mitigated by the fact that the driveway will primarily be utilized only by the three vehicles owned by the business and by the fact that Delano Road is a lightly traveled, dead-end road. The health, safety and welfare of the general public will not be compromised or affected in any way by the requested departure.

By granting this departure, the purposes of this Subtitle will be equally well served by the applicant's proposal.

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

The departure is the minimum necessary, given the specific circumstances of the request. The width of the driveway is an existing condition on the site. Widening the driveway in any measure would require the removal of several mature trees on the property. The departure requested is the minimum necessary to allow the driveway to remain in its current configuration and not to require the removal of the above-mentioned trees.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

The departure is necessary in order to alleviate circumstances that are unique to the site. The building on the property is a single-family home. Rezoning of the vicinity of the site to industrial has brought commercial/industrial use to this residentially developed property, and it is unreasonable to expect the site to conform to all the normal requirements of an industrial use. These circumstances can only be alleviated by granting the requested departure.

(iv) The departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.

The departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood. In fact, allowing the driveway to remain its existing width makes the site more compatible with the surrounding properties that also generally have narrower drives. Granting the departure will not affect the functioning of the site as the applicant will only be utilizing a few vehicles on the site, does not expect many customers or clients to visit the site, and because Delano Road is a lightly traveled dead end. Granting the departure will better serve environmental quality by not creating additional impervious surface and causing more stormwater run-off and by not requiring that several mature trees on the property be destroyed to enable widening the driveway to the 22 feet required by the Zoning Ordinance.

4. Requested departure from the requirement that a 22-foot back-up area be required for the handicap parking space and that the parking area be connected to a street by a driveway.

Required Findings:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

The purposes of the Zoning Ordinance set forth in Section 27-102 in general are to protect the health, safety and welfare of the general public in Prince George's County. In this instance, the departure requested will allow less than the required 22-foot back-up area behind the handicap parking space. As stated above, very few clients are anticipated to visit the subject site. An occasional car backing out from the handicapped space onto the lightly traveled and dead-end Delano Road will have negligible impacts on the health, safety and welfare of the general public in Prince George's County.

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

The requested departure is the minimum necessary because of the preexisting layout of the site. Handicapped requirements are much more easily and less expensively met by providing handicap parking, ramp and entrance in front of the existing structure. The rear yard will be utilized for the business's trucks and storage. Furthermore, the rear door to the existing single-family house is not suitably wide for handicapped entrance. Without the departure, handicap parking could not be accommodated in the front yard.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

The departure is necessary in order to alleviate circumstances unique to the site. The site is

improved with a single-family home placed on the property and designed in such a way to make handicap parking better accommodated in the front yard. It cannot be accommodated in the front yard without varying the requirement that a 22-foot back up area be provided behind the handicap parking space. The departure is necessary to realistically allow for the adaptive reuse of a residential property as a commercial/industrial use.

(iv) The departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.

Not providing a 22-foot back up area behind the handicapped space will not impair the visual quality or integrity of the site or neighborhood. Additionally, primarily because Delano Road is a lightly traveled dead end, the function of the site should likewise not be impaired. The environmental quality of the site will not suffer from the lack of a 22-foot back-up area; in fact, it will be improved by a reduced amount of impervious surface.

RECOMMENDATION

Based on the preceding analysis and findings, it is recommended that DDS-536 be APPROVED.