



DEPARTURE FROM THE NUMBER OF PARKING & LOADING SPACES 281

Application	General Data
Project Name: Dixie Dale Location North side of Old Ardmore Road approximately 500 feet east of West Street, known as 8630 Old Ardmore Road Applicant/Address NDRG Limited Liability Company c/o I. John Ritterpusch 9304 Saybrook Avenue Silver Spring, MD 20901-3427 Correspondent Carlos T. Cordero P.E. 2615 Hershfield Court Silver Spring, MD 20904	Date Accepted 1/10/02
	Planning Board Action Limit N/A
	ZHE Hearing Date N/A
	Plan Acreage 1.88
	Zone I-1
	Dwelling Units N/A
	Square Footage N/A
	Planning Area 72
	Council District 05
	Municipality N/A
	200-Scale Base Map 205NE8

Purpose of Application	Notice Dates
Departure of 35 of the required 98 off-street parking spaces and 9 of the required 18 loading spaces.	Adjoining Property Owners (CB-15-1998) 6-11-02
	Previous Parties of Record (CB-13-1997) N/A
	Sign(s) Posted on Site 06-21-02
	Variance(s): Adjoining Property Owners N/A

Staff Recommendation		Staff Reviewer: Elsabett Tesfaye	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

July 3, 2002

TECHNICAL STAFF REPORT:

TO: The Prince George's County Planning Board

VIA: Arie Stouten, Zoning Supervisor

FROM: Elsabett Tesfaye, Senior Planner

SUBJECT: **Departure from the Number of Parking and Loading Spaces Application No. 281**

REQUEST: **Waiver of 35 of the required 98 parking spaces and 9 of the required 18 loading spaces**

RECOMMENDATION: **APPROVAL, with conditions**

NOTE:

The Planning Board has scheduled this application for a public hearing on the agenda date indicated above. The Planning Board also encourages all interested persons to request to become a person of record in this application. Requests to become a person of record should be made in writing and addressed to the Development Review Division at the address indicated above. Please call 301-952-3530 for additional information.

FINDINGS:

- A. Location and Field Inspection: The property is located on the north side of Old Ardmore Road approximately 500 feet east of West Street, known as 8630 Old Ardmore Road. The site comprises 1.88 acres of land and is improved with a two-story, multiuse warehouse building and associated parking lot. The building, which was constructed in 1973, consists of 79,234 square feet of gross floor area. The site is accessed from Old Admore Road via two one-way access driveways located on the southeastern and northeastern corners of the property.
- B. History: The property was originally adopted into the Maryland-Washington Regional District on April 17, 1928. The approved 1993 *Sectional Map Amendment (SMA) for Landover and Vicinity* retained the property in the I-1 Zone
- C. Master Plan Recommendation: The 1993 *Approved Master Plan for Landover and Vicinity* recommends the property for general industrial land use.
- D. Request: The applicant is requesting a departure of 35 parking spaces from the required 98 parking spaces and a departure of nine of the required 18 loading spaces to allow occupancy of various service, manufacturing, and storage uses currently operating in an existing two-level, multiuse warehouse building. The proposed site plan provides for 63 on-site parking spaces.
- E. 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 by a warehouse storage building to the north, storage and motor vehicle repair service to the east, and mini-warehouses to the west. To the south across Old Ardmore Road is located a motor towing, storage and repair service.
- F. Design Requirements:

- 1. Number of Required Parking and Loading Spaces: **Section 27-568 of the Zoning Ordinance requires three parking spaces for the first 1,500 square feet of warehouse space and one parking space per each additional 1,500 square feet. The Ordinance also requires two parking spaces for every 1,000 square feet of industrial plant space.**

According to the applicant's parking schedule, a total of 98 parking spaces (computed with a 20 percent reduction for joint use, as permitted by the Ordinance) are required for the various uses in the subject warehouse building. The subject building, which appears to be totally converted to a mini-shopping center, is currently housing 18 storage, manufacturing and service uses with 63 on-site parking spaces, including 3 parking spaces for the physically handicapped. The applicant is requesting a waiver of 35 parking spaces.

The site plan must be revised to reflect the method of identifying the compact parking spaces.

Section 27-582 of the Zoning Ordinance requires one loading space for industrial, wholesale or warehouse unit comprising 1,500 to 10,000 square feet of gross floor area (GFA).

The site consists of nine existing loading spaces. Currently, 18 loading spaces are required for the existing uses on the site. The applicant is requesting a waiver of nine 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.

G. 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.

H. 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 two-level 79,234-square-foot building was constructed in 1972-1973 and was intended to be occupied by the United States Postal Service. The Post Office never occupied the building. The current owner bought the property 1978 and divided the building into individual units that have been leased to tenants for service and storage uses with incidental retail. The uses by their nature generate a very low number of customers and employees, and as such, existing conditions on the property provide for ample and convenient parking and loading accommodations to satisfy parking and loading needs. The applicant maintains that there is no and has never been a shortage of available parking and loading dock spaces for either tenants or customers.

The Transportation Planning Section has indicated that it has no objections to the application, provided that it is determined that units can limit on-site employment and share loading needs. There will be no disruption to traffic flow or parking conditions on the surrounding streets resulting from the proposed use. There are no residential properties surrounding the site; therefore, none will be affected by the proposal.

There are currently 18 units in the building housing various service, retail and storage uses. Staff believes that the building has been divided into smaller units up to its maximum potential. Since the number of parking spaces allocated to each use varies depending on the type and/or size of uses occupying space in the building, creation of additional units can lead to parking congestion that could result in a spill-over to the adjoining street. Therefore, further creation of additional units in the building must cease.

By memorandum dated May 28, 2002, the Prince George's County Department of Public Works and Transportation (DPW &T) has offered the following comments:

- The on-street parking is limited due to several driveway aprons serving the commercial businesses and the narrow pavement width. Therefore, this request is not acceptable and the applicant is to provide sufficient on-site parking.●

A supplemental statement submitted by the applicant indicates that the number of vehicles on site at any given time does not exceed 22. The applicant has confirmed this by counting the number of automobiles parked on the site on four different occasions. A site inspection by staff reveals that the applicant's appraisal of the on-site parking usage on the property to be accurate. The parking need of the subject property is adequately satisfied with the existing on-site parking spaces.

With respect to the loading accommodation, loading spaces are provided on a 1:2 ratio, every two adjoining uses sharing a loading space. The nature and size of the uses allows for such arrangements and the uses are adequately served by the existing nine loading spaces.

With the recommended conditions, the purposes of this Subsection will be served by the requested departure.

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 building was constructed in 1973 as a warehouse, to be

occupied by a single tenant who never moved in. It was purchased in 1978 at a foreclosure sale by its present owners. Through the years, the building has been transformed from housing a single warehouse to housing several storage, manufacturing and service uses.

The departure will merely validate a situation that existed on the property for over 25 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 number of spaces. There is no other possible way to further reduce the parking requirement.

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

There are no residential areas in the vicinity of the subject property.

(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 nine loading spaces, by which all uses in the subject building are 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 1993 *Approved Master Plan for Landover 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.

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.

Although the property is within walking distance of public transportation, the applicant does not anticipate any significant use of public transportation by customers or tenants. The applicant has explored alternative design to the parking area and found the proposed layout of the parking area to be the most efficient use of the parking lot. Staff concurs. The site plan has been revised to accommodate handicap and compact parking spaces.

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 63 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.

CONCLUSION:

Based on the preceding analysis and findings, it is recommended that this application be APPROVED with the following conditions:

1. No additional units shall be created in the building.
2. The site plan shall be revised to reflect the method of identifying the compact parking spaces.