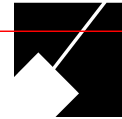


Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530



Comment [COMMENT1]: WHEN INSERTING
 INFORMATION AT THE @ SIGN
 REMEMBER TO USE INDENT FOR SECOND
 LINE - NOT TAB. ALSO, IT WILL LOOK
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Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm

DEPARTURE FROM PARKING & LOADING SPACE APPLICATION #284

Application	General Data
Project Name Wellness Touch (Salon)	Date Accepted 8/6/02
	Planning Board Action Limit N/A
	Tax Map & Grid 088 C-4
Location South side of Beech Road, east of Stamp Road, known as 4700 Stamp Road.	Plan Acreage 0.0395
	Zone I-1
	Dwelling Units N/A
Applicant Jarmar T. Saunders 6103 Manor Road Clinton, Maryland 20735	Square Footage N/A
	Planning Area 76A
	Council District 08
	Municipality None
	200-Scale Base Map 206SE4

Purpose of Application			Notice Dates	
Departure of 8 of 64 required off-street parking spaces			Adjoining Property Owners (CB-15-1998)	9/12/02
			Previous Parties of Record (CB-13-1997)	N/A
			Sign(s) Posted on Site	9/13/02
			Variance(s): Adjoining Property Owners	N/A
Staff Recommendation			Staff Reviewer: Catherine H. Wallace	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION	
		X		

September 25, 2002

TECHNICAL STAFF REPORT:

TO: The Prince George's County Planning Board

VIA: Arie Stouten, Zoning Supervisor

FROM: Catherine H. Wallace, Planner Coordinator

SUBJECT: **Departure from Parking and Loading Spaces Application No. 284**

REQUEST: Departure for eight of 64 required parking spaces.

RECOMMENDATION: **DENIAL**

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 subject property is located in the southeast quadrant of the intersection of Beech Road and Stamp Road, approximately 500 feet from St. Barnabas Road. The applicant's property consists of two condominium units in a small business development of 22 condominium units and 56 associated parking spaces.

- B. Development Data Summary

	EXISTING	PROPOSED
Zone(s)	I-1	I-1
Use(s)	Vacant Office Space	Beauty Salon
Acreage	.04 acre	.04 acre

- C. History: The subject property is one of a number of businesses located in a building described as a townhouse office site on a permit issued in 1981 (1984-81-CGU). The site was in the C-2 Zone at the time of the issuance of the 1981 permit but was placed in the I-1 Zone in 1984. Originally occupied by office uses, uses in the building now include a number of beauty shops, two offices and a church, as well as vacant space.

- D. Master Plan Recommendation: *The Heights and Vicinity Master Plan* recommends light-industrial uses for the subject property.

- E. Request: The applicant has purchased a condominium unit in a small complex of office/ commercial condominiums to operate a beauty shop. Although originally developed with office uses, a number of the building's units are currently occupied by beauty salons, a use permitted in the I-1 Zone. The applicant has requested a departure of 3 of 11 required parking spaces; however, the total number of spaces required for the beauty salon is 12. Moreover, because the parking lot is used for the entire building, the parking needs of all of the uses in the building must be met. Information supplied with this application indicated that the total required parking needs for the building for current uses and vacant office space were 62 spaces. The approved site plan shows 56 spaces; therefore, a departure of 6 spaces was assumed to be required.

A staff field inspection revealed that at least two of the vacant units have now been occupied and at least one of them (a barber shop) has a valid use and occupancy permit and a higher parking generation than the office parking rate. The total parking required for the updated current uses is 64, requiring a departure of 8 spaces, or 12.5 percent. This exceeds the 10 percent departure which could otherwise be administratively processed for approval by the Planning Director (Section 27-587(a)(3)).

- F. Surrounding Uses: Other uses on the subject property are shown below:

UNIT	USE	AREA (sq.ft.)
A-1	Body & Soul Beauty Salon	844
A-2, B-2	Venus Construction Company	1,724.5
B-1	Vacant	880.5
C-1	Exquisite Image Beauty Salon	880.5
C-2	Vacant	880.5
D-1	Sensations Beauty Salon	880.5
D-2	Vacant	880.5
E-1	Charlene's House of Beauty	880.5
E-2	Vacant	880.5
F-1	Vacant	844.5
F-2, G-2	GLB Ministries (church) ¹	1,689
G-1	Renz Hair Salon	844.5
H-1	Allied Tax Service	880.5
H-2	Vacant	880.5
J-1	Barbershop	880.5
J-2	Association Growth Enterprises	880.5
K-1, L-1	Proposed Wellness Touch Salon	1,725
K-2	Vacant	880.5
L-2	Vacant	844.5

¹Permit records do not indicate a use and occupancy permit for the GLB Ministries church.

In addition to the uses on the subject property, the subject site is surrounded by a variety of light-industrial and service-commercial uses including auto repair facilities and another beauty shop.

G. Design Requirements:

1. Parking and Loading Areas: The proposed site plan is based on the site plan approved in 1981. No change is proposed to the approved site plan, and there have been no changes to the design standards for parking and loading spaces since that time.
2. Number of Required Spaces: The number of parking spaces for the uses on the subject site have been calculated as follows:

<u>Office Space</u> —12,146.5 sq. ft. (@ 1/250 for the first 2,000 sq.ft., 1/400 above 2,000)	33.4 spaces
<u>Retail Space</u> —6,935.5 sq. ft (@ 1/150 sq.ft.) Less 20 percent for multiple uses -15.9 spaces	46.2 spaces
TOTAL	63.7 or 64 spaces

3. Landscape Manual: The proposed site plan does not alter the landscaping approved in 1981. No increase in building or parking area is proposed. Therefore, the landscaping is in conformance with the *Landscape Manual*.

H. Parking Observations

A staff field inspection showed that 18 of the 56 parking spaces on the site were occupied on Wednesday, September 4, 2002, at 10:00 a.m. A second field inspection on September 5 at 7:00 p.m. showed that 47 parking spaces were occupied, leaving 9 available spaces. These parking counts are fairly consistent with the information supplied by the applicant, who supplied a tally of available parking spaces on a recent Thursday:

12:25 p.m. 37 available (19 in use)

4:31 p.m. 21 available (35 in use)

7:41 p.m. 18 available (38 in use)

Presently, 10 of the 22 units in the building are vacant. It is assumed that these vacant units will be used for office space or similar uses, since any other use permitted in the I-1 Zone would require additional parking and another DPLS application. Based on the calculation method which permits the lower ratio for larger offices (1/250, 1/400) and also permits the 20 percent reduction for multiple uses, the actual parking ratio used for office uses in this building is 1 space for every 450 square feet, a very conservative requirement. Even with this conservative method of calculation, full occupancy of the building would result in a minimal additional use of 21 spaces. The applicant's conversion of office space to retail space would result in an additional six spaces over what would be generated by the office use. In short, the effects of the applicant's proposal and a fully occupied building would be the need for 27 additional spaces. Based on the staff field inspections and the applicant's own observations, 27 spaces would only be available in the earlier part of the day, certainly not by late afternoon or evening.

During staff field inspections it was also observed that on-street parking spaces were fully utilized, both in the morning and early evening. Conversations with employees who work in the building indicate that employees of the auto repair across Beech Road frequently park vehicles in the subject parking lot, and they are occasionally towed. While the illegal parking resulting from other businesses is certainly not the fault of the applicant, it does attest to the difficulty in finding available parking in the neighborhood.

I. 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.** The purposes of Section 27-550 are:
 - a. **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;**
 - 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; and**
- d. **To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

Based on the staff field inspections and other information in the record in this case, the subject application will result in an excessive parking demand on the subject property in the afternoon and early evening. This situation may not be apparent as long as a significant percentage of the building is vacant. But with a greater building occupancy, the parking needs of the uses in this building cannot be met on the site, and they will add to the already heavy use of on-street parking spaces in the neighborhood.

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

The requested departure is the minimum necessary to permit the requested use to operate on the 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.**

This area was not developed prior to 1949. The need for a parking departure stems from the conversion of condominium office units to retail/service-commercial uses that have a higher parking generation rate than office uses.

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

The methods of calculation used for this application are the most conservative that can be applied under the Zoning Ordinance.

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

There are no residential areas near enough to the subject site to be affected by the proposed departure.

(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.**

Parking is available on the street along Stamp Road and most of Beech Road. However, it was noted during staff field inspections that these spaces are heavily utilized during most of the day. There is substantial evidence of illegal parking on

the subject site by nearby businesses, suggesting that the availability of on- and off-street parking in the neighborhood is limited.

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

The subject site is included in the *Heights and Vicinity Master Plan*, which recommends light-industrial/office uses for the site. The master plan makes no recommendations regarding parking. It does refer to some problems resulting from the “overuse” of some sites in the Silver Hill Industrial Area. (*Heights and Vicinity Master Plan*, p. 81.)

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

Not applicable.

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

Not applicable.

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

1. Public transportation available in the area.

A bus stop is located at the corner of Beech Road and St. Barnabas Road, approximately 500 feet from the subject property. There is no indication how many clients would be likely to use public transportation to reach the site.

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

There are no alternative design solutions which would yield additional spaces on the site.

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 applicant indicated in a telephone conversation that the hours of operation would be similar to typical beauty salons. He also indicated that private yoga and therapeutic massage would be offered by appointment only. However, these latter uses are not permitted in the I-1 Zone. Additionally, the applicant has not provided the hours of operation of other uses in the neighborhood. However, the prevalence of beauty shops on the subject site indicates that the applicant’s proposal would operate within the same time frame as the other uses. It should be noted that office uses could have different hours of operation from those of a beauty shop. It is difficult to determine what those hours are likely to be. A contractor’s office hours

could be very different from a realtor's office hours, for example. Because most of these units are currently vacant, it is difficult to rely on hours of operation as a guarantee of parking space availability.

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.**

Not applicable.

CONCLUSION:

The subject property has seen the conversion of several condominium office uses to beauty salons, which has resulted in a significant increase in parking during evening hours and on Saturdays. The requested departure from parking and loading space requirements would add another beauty salon with similar hours of operation to those already on the site. A significant number of the units in the building are currently vacant. When the building is more fully occupied, however, parking availability could become a serious constraint to doing business on the site. In addition, on-street parking is already fully utilized in the neighborhood. Therefore, it is recommended that this departure be DENIED.