

**RESOLUTION**

WHEREAS, the Prince George’s County Planning Board has reviewed Departure from Parking and Loading Spaces DPLS-470, SAFStor Temple Hills, requesting a reduction of one loading space 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 October 3, 2019, the Prince George’s County Planning Board finds:

1. **Request:** A Departure from Parking and Loading Spaces DPLS-470 is requested from the requirements of Section 27-582(a) of the Prince George’s County Zoning Ordinance, to provide a reduced number of loading spaces. This DPLS is the companion case of Detailed Site Plan DSP-19032 (PGCPB Resolution No. 19-112) and Departure from Design Standards DDS-655 (PGCPB Resolution No. 19-113) that were approved on the same date by the Prince George’s County Planning Board.
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	I-1	I-1
Use	Vacant	Consolidated Storage
Total Acreage	2.68	2.68
Total Gross Floor Area (square feet)	0	105,000
Number of Storage Units	-	880

<b>Parking and Loading:</b>		
<b>Use</b>	<b>Number of Spaces Required</b>	<b>Number of Spaces Provided</b>
<b>Total Required</b>	21	22
Handicap-Accessible	1	1
Standard Spaces	20	21
Compact	0	0
<b>Total Loading Spaces **</b>	5	4*
2 spaces for first 10,000 sq. ft.	2	2
1 space/each 40,000 sq. ft. over	3	2

**Note:** \*DPLS-470 was approved to reduce the quantity of loading spaces.

\*\*DDS-655 was approved to allow a reduction in the length of the loading space from the required 45 feet to 35 feet.

<b>Sign Design Data</b>						
	<b>Height (in feet)</b>		<b>Area (in square feet)</b>		<b>Quantity</b>	
<b>Freestanding Signage</b>						
	Maximum Allowable	Proposed	Maximum Area Permitted	Area Proposed	Maximum Allowable	Proposed
	25	15	62.6	59.20	1	1
<b>Attached to a Building</b>						
	<b>Location</b>		<b>Height (in feet)</b>		<b>Area (in square feet)</b>	
			Maximum Allowable	Proposed	Maximum Area Permitted	Area Proposed
	X	X	12	X	318	184

3. **Location:** The subject property is known as Lot 40 on Plat Book 139, Plat No. 65, located at 4700 Beech Road in Temple Hills, approximately 0.40 mile south of the intersection of MD 414 (Saint Barnabas Road) and Beech Road in Planning Area 76A, and Council District 7.
4. **Surrounding Uses:** The subject property is bounded to the north by single-family detached dwellings (Lots 4, 5, 6 of the Hidden Village subdivision) in the One-Family Detached Residential Zone; to the west by a surface parking lot and vehicle storage yard in the Light Industrial (I-1) Zone; to the east by unimproved parcels of land in the Commercial Office Zone; and properties in the I-1 Zone beyond Beech Road to the south.
5. **Previous Approvals:** The 1984 *Approved Subregion VII Master Plan and Sectional Map Amendment* rezoned the property to the I-1 Zone. On February 18, 1988, the Prince George’s County Planning Board approved Preliminary Plan of Subdivision (PPS) 4-87224 (PGCPB Resolution No. 88-62). The 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)* (Heights and Vicinity Master Plan and SMA) retained the I-1 Zone on the subject property. The 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Corridor Sector Plan) incorporated this site, retaining it within the I-1 Zone and denotes the property within the Beech Road industrial area.

The site has an approved Stormwater Management (SWM) Concept Letter No. 13903-2019-0 and associated plan that is in conformance with the current code and valid until July 1, 2022.

6. **Design Features:** The proposed 880-unit, climate-controlled, consolidated storage facility has frontage on Beech Road with vehicular access proposed in the southwest corner. The ancillary office will be located interior to the building. The access point from Beech Road leads to a drive aisle that runs up the western edge of the site and provides access to surface parking and loading spaces at the southeastern and northeastern portion of the site. The property frontage is further defined with a freestanding sign and a SWM facility.

Parking for the facility is featured along the building's front and rear. The surface parking area along the front includes 14 standard spaces and one handicap-accessible space. Two loading spaces are located at the southeastern corner of the surface parking lot. The north portion of the site is expressed as the rear elevation and provides seven standard parking spaces, two loading spaces, and dedicated areas for fire lanes and a trash dumpster. The parking data tables of the detailed site plan (DSP) demonstrate conformance, except with regard to the loading spaces, for which DDS-655 and DPLS-470 were approved by the Planning Board on the same date as the DSP.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Departure from Parking and Loading DPLS-470:** The applicant has filed DPLS-470 requesting a reduction of one loading space. Based on the requirements of Section 27-582(a) of the Zoning Ordinance, this proposed development would normally require a minimum of five loading spaces. Pursuant to Section 27-588(b)(7) of the Zoning Ordinance, the Planning Board must make the following findings:

**(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;**

The applicant proffers that four loading spaces, in two groups, is

sufficient to satisfy user demand for this type of facility. Moreover, the four loading spaces are strategically located at the northeastern and southeastern corner of the site to minimize disruptions to vehicular and pedestrian circulation. The placing of the loading spaces minimizes conflict points and enhances safety. Demonstrating compliance with the Zoning Ordinance by adding the fifth loading space would negatively impact traffic circulation and site operations.

**(3) To protect the residential character of residential areas; and**

There is no proposed site access into the abutting residential areas to the north of the property.

**(4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

The parking and loading as proposed provides adequate access, circulation, convenience, and safety to the users of the subject property.

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

The departure of one loading space is the minimum necessary for this site, given the site's topographical constraints. The steep decline from the rear property line to the site's frontage along Beech Road results in an elevation change of 34 feet. This elevation dictates the site design, specifically the Beech Road access point. The applicant's ability to meet the required number of on-site parking spaces, SWM facilities, landscaping, and buffering restrict the opportunity to provide a fifth loading space. It is expected that traffic turnover will be low, given the proposed use of the property, which typically does not have a lot of vehicular traffic.

**(iii) The departure is necessary in order to alleviate certain circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in order areas of the County which were predominantly developed prior to November 29, 1949;**

The requested departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The steep slope limits the areas where parking and loading facilities can be located. Effective vehicular circulation is also paramount. The Planning Board acknowledged the departure is necessary to alleviate the constraints.

- (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**

All methods for calculating the number of loading spaces required were used.

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

The granting of this departure for one loading space will not have an impact on the parking and loading needs of the single-family detached dwellings to the north of the site, as the two areas are not directly connected via roadways.

**(B) In making findings, the Planning Board shall give consideration to the following:**

- (i) **The parking and loading conditions within the general vicinity of the subject property, including number and locations of available on and off-street spaces within five hundred (500) feet of the subject property;**

The Planning Board evaluated the topographical conditions of the site in conjunction with the use of the site, and the type of items that are anticipated to be loaded and unloaded at the site. It would be impracticable for potential users to utilize the spaces on the adjoining property.

- (ii) **The recommendations of an Area Master plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

The subject property was retained within the I-1 Zone through the Heights and Vicinity Master Plan and SMA. The Central Branch Avenue Corridor Sector Plan promoted retaining Beech Road for industrial uses. The proposed use achieves the vision set forth in the sector plans.

- (iii) **The recommendations of a municipality (within which the property lies) regarding the departure; and**

This property is not located within a municipality.

- (iv) **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 within the general vicinity of the subject property.

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

**(i) Public transportation available in the area;**

There is no public transportation directly in front of the site. A bus stop is located at the intersection of Saint Barnabas and Stamp Road, approximately 0.3 mile from the subject property.

**(ii) Any alternative design solutions to off-street facilities which might yield additional spaces;**

No practical alternative design solution would yield additional off-street loading facilities.

**(iii) 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 five hundred (500) feet of the subject property;**

The operational hours of the consolidated storage facility will be between the hours of 9:30AM and 6:00PM Monday through Friday, and between 9:30AM and 5:00PM on Saturdays. The facility will be closed on Sundays. These hours are aligned with the regular business hours of the industrial uses within 500 feet of the subject property.

**(iv) 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.**

The subject property is in the I-1 Zone. Therefore, this finding is not applicable to the subject application.

Based on the analysis above, the Planning Board approved DPLS-470, to allow a reduction of one required loading space.

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

- a. **Transportation Planning**—The Planning Board reviewed a memorandum dated August 29, 2019 (Masog to Bush), incorporated herein by reference, which offered a discussion of the departure application that has been incorporated into findings above.

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance. In making this determination, it is determined that the requested departure is supportable.

- b. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated September 4, 2019 (Giles to Bush), incorporated herein by reference, DPIE offered that the proposed development is consistent with the SWM Concept Plan No. 13903-2019 dated July 1, 2019, and valid through July 1, 2022. DPIE is in support of the concurrent departure applications filed with the DSP. Additional comments have been provided to the applicant and will be addressed through the separate permitting processes.

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, to allow a reduction of one loading space.

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.

\* \* \* \* \*

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 Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Doerner, and Hewlett voting in favor of the motion, and with Commissioner Bailey absent at its regular meeting held on Thursday, October 3, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George’s County Planning Board this 24th day of October 2019.

Elizabeth M. Hewlett  
Chairman

By Jessica Jones  
Planning Board Administrator

EMH:JJ:JB:gh