

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board has reviewed DPLS-393, Washington Research Library Consortium requesting a departure from parking and loading standards for ten parking 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 October 10, 2013, the Prince George's County Planning Board finds:

1. **Request:** This application requests that the required parking be reduced from 42 to 32 parking spaces.

Development Data Summary

	EXISTING	APPROVED
Zone	E-I-A	E-I-A
Use(s)	Warehouse	Warehouse
Acreage (in the subject SDP)	3.35	3.35
Lot	1	1
Square Footage	43,942	13,892/57,834

Other Development Data

	REQUIRED	PROVIDED
Total parking spaces	42	32*
Handicap Spaces (included in above total)	2	2
Loading Spaces	3	3**

*The subject Departure From Parking and Loading Standards (DPLS) application addresses this deficiency and is hereby approved as a companion case to Specific Design Plan SDP-9211-02.

**A Departure from Design Standards (DDS) application was approved as a second companion case to SDP-9211-02 as one of the three required loading spaces measures forty instead of the required forty-five feet in length.

2. **Location:** The subject site is located in the Collington Center, a 708-acre employment park in the Employment and Institutional Area (E-I-A) Zone, which is part of a larger 1,289-acre employment park comprised of Collington Center and Collington South. More specifically, the subject property is located on the southwestern side of Commerce Drive, approximately 400 feet northwest of its

intersection with Prince George's Boulevard in Planning Area 74A, Council District 4, and the Developing Tier.

3. **Surrounding Uses:** The site is bounded to the north and east by Commerce Drive; to the south by a vacant parcel owned by Prince George's County, used for stormwater management in the E-I-A Zone; and to the west by Popes Creek Drive, an unimproved right-of-way.
4. **Previous Approvals:** On October 28, 1975, the District Council adopted the Bowie-Collington and Vicinity Sectional Map Amendment which rezoned approximately 875 acres to the E-I-A Zone through Basic Plan A-6965-C. Subsequently, additional E-I-A zoning (A-9284) was approved on August 29, 1978 for 383.55 acres of land, making the entire Collington Center property a total of 1,281.9 acres of land in the E-I-A Zone.

On November 23, 1981, the District Council approved Basic Plan A-9397-C for rezoning of approximately 8.16 additional acres of land to the E-I-A Zone. The approximate total size of the Collington Center project is 1,289.85 acres. The District Council approved Basic Plan Amendments A-6965 and A-9397 on May 21, 1990 for Collington Center.

The Prince George's County Planning Board approved Comprehensive Design Plan CDP-8712 on May 19, 1988 (PGCPB Resolution No. 88-224) for Collington Center. On October 18, 1990, the Planning Board approved CDP-9006 (PGCPB Resolution No. 90-455), which revised CDP-8712, subject to 16 conditions. On May 17, 2001, the Planning Board approved CDP-9006/01 (PGCPB Resolution No. 01-95) to eliminate the requirements for the provision of recreational facilities in CDP-9006, Collington Center. On March 31, 2005, the Planning Board approved CDP-9006/02 (PGCPB Resolution No. 05-83(C)) to add residual acreage from the vacation of Willowbrook Parkway to the comprehensive design plan.

On June 16, 1988, the Planning Board approved Preliminary Plan of Subdivision 4-88074 (PGCPB Resolution No. 88-287) for 65 lots and 3 parcels on 936.61 acres within Collington Center. Plat of Correction VJ 157-99 was recorded on April 11, 1991 for Collington Center, Lot 4, Block D, to correct curve data shown on the original plat, which was recorded at NLP 157-22.

On February 25, 1993, the Planning Board approved SDP-9211 to construct a 32,042-square-foot warehouse for use by the Washington Research Library Consortium on Lot 4, Block D, of Collington Center (PGCPB Resolution No. 93-48). On March 26, 2009, the Planning Board approved SDP-9211/01 (PGCPB Resolution No. 09-53) for an 11,900-square-foot addition to the original building, resulting in a 43,942-square-foot warehouse space for the Library Consortium. The subject SDP has an approved Stormwater Management Concept Plan, 7972-2013-00, which is valid through May 22, 2016. The subject site is also the subject of approved Type I Tree Conservation Plan TCPI-059-95 and Type II Tree Conservation Plans TCPII-067-96-02 and TCPII-067-96-04.

5. **Design Features:** The subject site is developed with the Washington Research Library Consortium book storage facility and associated parking. The subject site is accessed from one

entrance located on the eastern property line via Commerce Drive. The subject site has 32 existing parking spaces, including two handicap spaces. Ten additional parking spaces are required by the Zoning Ordinance schedule of required parking for the increased square footage. The subject Departure from Parking and Loading Standards DPLS-393 was considered as a companion case to SDP-9211-02 to allow this deficiency. The subject site has two loading spaces. One additional loading space to be located within the building is proposed with this application, which in fact has been used in practice as such for many years. A second departure, Departure from Design Standards DDS-620, to allow a 40-foot rather than a 45-foot length for the to-be-added interior loading space. See Finding 6 for a detailed discussion of the subject requested departure from parking and loading standards conformance to the required finding. See Finding 6 of PGCPB Resolution No. 13-114 for a detailed discussion of the requested departure from design standards to allow one of the three required loading spaces to be five feet less than required in length.

The applicant proposes to construct a 13,892-square-foot, two-story addition on the western side of the existing warehouse building. The building addition is proposed to be clad in cream and red-colored concrete masonry units (CMU) to match the existing building. The base of the building is composed of alternating red and cream bands, above which cream-colored CMU is shown. The central portion of the western elevation utilizes CMU as well, and both the northern and southern elevations incorporate several projecting CMU piers to break up the façade. No additional signage is proposed with this application.

6. **Zoning Ordinance:**

Section 27-588, Departures from the Number of Parking Spaces Required—

(1) This approval allows the applicant to provide only 32 of the 42 spaces required by Section 27-588(b)(7)(A) of the Zoning Ordinance. The Planning Board hereby makes the following required findings for a departure from the required number of parking spaces. Each required finding is listed in **boldface** type below followed by staff comment:

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

Purposes (1) through (4) in particular of this Part as expressed in Section 27-550 of the Zoning Ordinance are served by the applicant's request for a departure of ten of the required 42 parking spaces. More particularly, included below in **boldface** type are these purposes of Section 27-550, followed by Planning Board comment:

(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;**

The off-street automobile parking lots and loading areas provided for the project are sufficient to serve the parking and loading needs of all people for the following reasons:

- The proposed addition is intended for the storage of additional library materials which will not cause an increase in the number of employees at the establishment. Hence, there will be no increased parking demand on the site.
 - The applicant relies heavily on teleworking, so of the 20 employees, approximately five will be present at the Washington Research Library Consortium at a time, 11 employees have formal telework or compressed week arrangements, and three employees spend most of their time away from the subject site attending meetings at the applicant's nine partner universities.
- (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;**

There will be no parking or loading on the public streets that would contribute to traffic congestion for reasons explained under purpose (1) above.

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

There are no residential areas adjacent to the subject site. Therefore, this purpose is inapplicable to the subject project.

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

The parking and loading are very convenient, as all necessary parking and loading are provided directly adjacent to the subject building. Additionally, the impacts of parking and loading are decreased by including two of the loading spaces inside the building so that two-thirds of the required loading is entirely screened from sight.

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

The requested departure of ten parking spaces is the minimum necessary to enable the size expansion approved in companion case SDP-9211-02. Forty-two rather than the proposed 32 spaces would otherwise be required by Section 27-568, "Schedule (number) of spaces required, generally," of Part 11 of the Zoning Ordinance.

- (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 departure is necessary because site constraints, including provision of required parking, loading, travel ways, green area, tree canopy, and landscaping require that one of the loading spaces be located internal to the building, and because the building design does not permit in excess of 40 feet in length to be provided for the loading space. Employees of this facility may avail themselves of teleworking and/or compressed work schedules and otherwise spend a large percentage of their work time off-site, all of which contribute to a reduced need for parking for the Washington Research Library Consortium.

- (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**

In the statement of justification for the project, the applicant's representative asserts that they utilized all methods of calculating the number of spaces required for the subject project in conformance with this requirement. None, however, provided a better result. The requested departure for ten spaces is still necessary.

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

As there are no adjacent residential areas to the subject site, this required finding is not applicable to the subject project.

- (2) The subject approval allows the applicant to provide only 32 of the 42 spaces required by Section 27-568 of the Zoning Ordinance. The Planning Board as required by the Zoning Ordinance has given consideration to each of the following items. Each consideration is listed in **boldface** type below, followed by Planning Board comment:

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

A review of the parking and loading conditions within the general vicinity of the subject property, including availability of parking within 500 feet of the building, indicates that businesses in the vicinity provide for parking needs on-site, that there is no on-street parking, and no off-site parking is available for lease by the applicant.

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

The application is in conformance with the industrial development land use recommendation of the 2006 *Approved Master Plan for Bowie and Vicinity and Sectional Map Amendment for Planning Areas 71A, 71B, 74A, 74B* (Bowie Master Plan and SMA) for the subject site and its general vicinity in accordance with this required consideration.

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

The subject site does not lie within a specific municipality. Therefore, this consideration is inapplicable to the subject project.

(iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.

No public parking facilities proposed in the county's CIP are located in the general vicinity of the subject site.

- (3) In making its findings on the departure as required by the Zoning Ordinance the Planning Board has given consideration to each of the following items. Each consideration is listed in **boldface** type below, followed by Planning Board comment:

(i) Public transportation available in the area;

There are public buses in the general vicinity of the subject site. In fact, there is a bus stop directly across the street from the subject property.

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

The only alternative design solution would be to request for a DPLS for one loading space. However, this would not yield any additional parking spaces.

(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 specific nature of the approval of the addition in companion case SDP-9211-02 includes that the addition is primarily for storage purposes and that no additional staff are going to be hired as a result of the proposed addition. Therefore, no additional parking is required or desired. The 32 existing parking spaces will be sufficient for the applicant's purposes, as they have been more than adequate in the past. Employees of this facility may

avail themselves of teleworking and/or compressed work schedules and otherwise spend a large percentage of their work time off-site, all of which contribute to a reduced need for parking for the Washington Research Library Consortium.

- (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 project is located in the E-I-A Zone. Therefore, this requirement is not relevant to the subject project.

7. **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 applicant requests a departure (DPLS-393) from the parking and loading standards in the Zoning Ordinance to allow a reduction in the number of parking spaces. A review of the required findings for the DPLS suggests that the required finding for the requested departure of ten parking spaces may be made. The following analysis supports this supposition:

The proposed 13,892-square-foot warehouse addition requires ten additional parking spaces. There are 32 parking spaces for the existing building (43,942 square feet). The departure request is for the ten spaces. The Planning Board's required findings in order to support granting a DPLS include considerations of off-street vehicle parking and loading areas, the use of public streets for parking, and protecting residential areas from overflow parking. Also considered are specific and unique circumstances, parking calculations, and adjacent residential areas. Consideration is also given to parking and loading conditions within 500 feet of the site, availability of public transportation, alternative design solutions, hours of operation, etc.

The Planning Board hereby finds that no nearby residential areas will be affected by the subject DPLS as the approval of the addition of 13,892 square feet in companion case SDP-9211-02 will be for storage and will not generate additional parking demand. The applicant cited alternative work schedules and a recent parking study done at the site reducing the need for additional parking at the public hearing for the project. Based on the May 2013 survey, about 20 out of 32 parking spaces were being used per day. In light of these facts, the Planning Board hereby approves the request for a departure in parking spaces.

- b. **Department of Permits, Inspections, and Enforcement (DPIE)**— In a memorandum dated September 19, 2013, DPIE stated that they had no objection to the approval of a

departure requested in DPLS-393 from parking and loading standards for ten fewer than the required number of spaces.

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.

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, Shoaff, Bailey and Hewlett voting in favor of the motion at its regular meeting held on Thursday, October 10, 2013, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 24th day of October 2013.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator

PCB:JJ:RG:arj