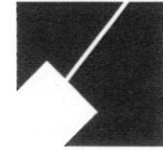


The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

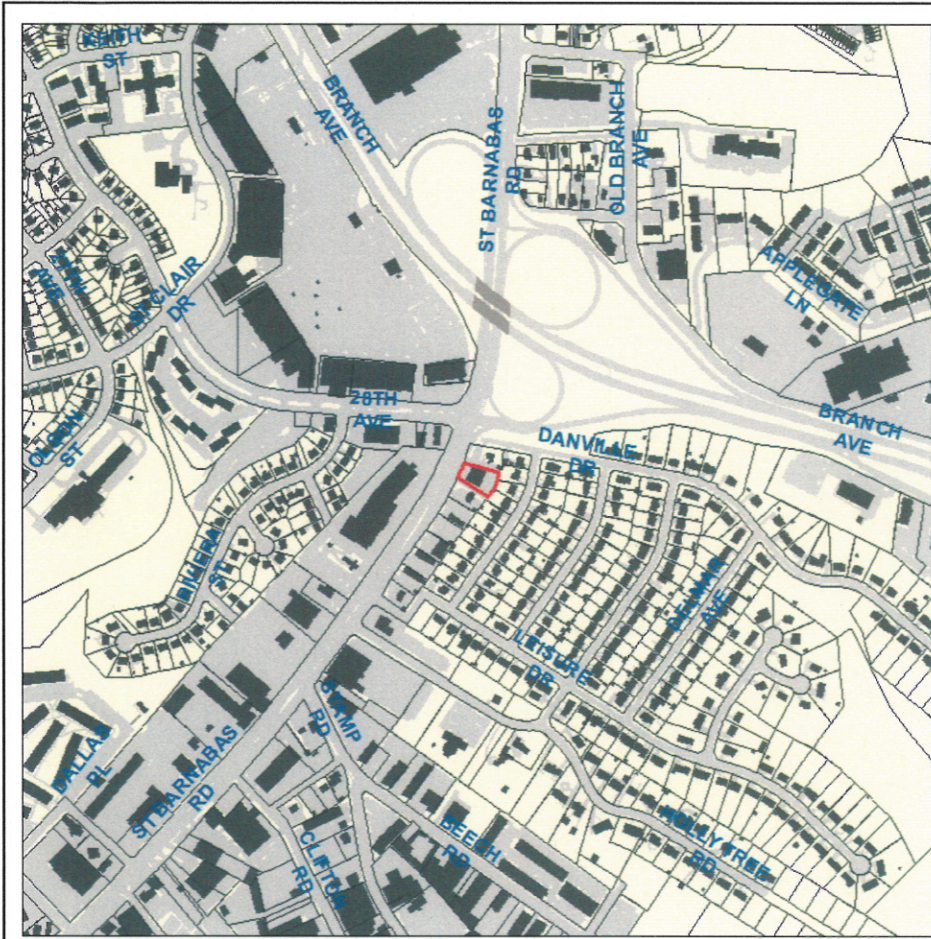
Departure from Parking and Loading Standards

DPLS-419

Application	General Data	
<p>Project Name: Marlow Heights Medical Building</p> <p>Location: On the east side of St. Barnabas Road (MD 414), approximately 1,000 feet south of its intersection with Branch Avenue (MD 5).</p> <p>Applicant/Address: Myrna L. Garza 5901 Mt. Eagle Drive, Suite 415 Alexandria, VA 22303</p> <p>Property Owner: Same as above</p>	Planning Board Hearing Date:	07/09/15
	Staff Report Date:	06/23/15
	Date Accepted:	03/30/15
	Planning Board Action Limit:	N/A
	Plan Acreage:	0.44
	Zone:	C-S-C
	Gross Floor Area:	10,132 sq. ft.
	Lots:	1
	Parcels:	1
	Planning Area:	76A
	Council District:	08
	Election District:	06
	Municipality:	N/A
200-Scale Base Map:	206SE04	

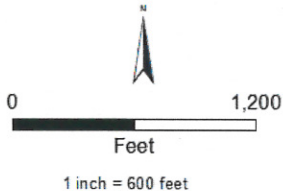
Purpose of Application	Notice Dates	
A departure from parking and loading standards for a waiver of 11 parking spaces from the 39 spaces required.	Informational Mailing	12/05/14
	Acceptance Mailing:	03/24/15
	Sign Posting Deadline:	06/09/15

Staff Recommendation		Staff Reviewer: Tom Lockard Phone Number: 301-952-3410 E-mail: Thomas.Lockard@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



SITE VICINITY MAP

- Legend**
- Site Boundary
 - Property
 - Building
 - Bridge
 - Pavement
 - Railroad Line



The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Geographic Information System

Created: November 18, 2014

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

TECHNICAL STAFF REPORT

TO: The Prince George's County Planning Board
The Prince George's County District Council

VIA: Jimi Jones, Supervisor, Zoning Review Section, Development Review Division

FROM: Tom Lockard, Planner Coordinator, Zoning Review Section, Development Review Division

SUBJECT: **Departure from Parking and Loading Standards Application No. DPLS-419
Marlow Heights Medical Building**

REQUEST: **A departure from parking and loading standards for a waiver of 11 parking spaces
from the 39 spaces required.**

RECOMMENDATION: **APPROVAL with Conditions**

NOTE:

The Planning Board has scheduled this application for a public hearing on the agenda date of July 9, 2015. The Planning Board also encourages all interested persons to request to become a person of record for this application.

Requests to become a person of record should be made in writing and addressed to The Maryland-National Capital Park and Planning Commission, Development Review Division, 14741 Governor Oden Bowie Drive, Upper Marlboro, MD 20772. Please call 301-952-3530 for additional information.

FINDINGS

A. **Location and Field Inspection:** The subject property is a trapezoid-shaped combination of one lot (Lot 23, Block 2, Section One of “Gordons Corner”) and a narrow parcel (the residue of an abandoned alley) on the east side of St. Barnabas Road (MD 414), approximately 1,000 feet south of its intersection with Branch Avenue (MD 5). The 0.44-acre parcel is zoned Commercial Shopping Center (C-S-C) and is improved with an existing 10,132-square-foot medical office building. The property has direct vehicular access via a driveway cut onto MD 414. Although the site was developed 50 years ago prior to many of today’s standards, it is well maintained and nicely landscaped.

B. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s):	C-S-C	C-S-C
Use(s):	Medical Office Building	Medical Office Building
Acreage:	0.44	0.44
Lots:	1	1
Parcels:	1	1
Square Footage/GFA:	10,132	10,132

C. **History:** The subject property was developed with a medical office building as a permitted use in 1965. Parking for the use has always included 13 parking spaces on the adjoining lot (Lot 24), which was in common ownership. Lot 24 was sold in 2008 to a new owner without any reservation, and negotiations to regain the right to use the spaces have been unsuccessful.

D. **Master Plan Recommendation:** The *Plan Prince George’s 2035 Approved General Plan* (Plan Prince George’s 2035) was approved May 2014, and defers to the 2013 *Approved Central Branch Avenue Corridor Revitalization Sector Plan* (Central Branch Avenue Corridor Sector Plan) for specific land use recommendations at this location. The sector plan recommends commercial–neighborhood uses for the subject property. The site was retained in the C-S-C Zone by the sector plan. The site design is consistent with the recommendation of the sector plan regarding parking by having the majority of the parking to the rear of the building.

E. **Request:** The applicant is requesting a departure from parking and loading standards from Section 27-582(a) of the Prince George’s County Zoning Ordinance for 11 of the required 39 off-street parking spaces to serve a medical office building.

F. **Neighborhood and Surrounding Uses:** The subject property, 4302 St. Barnabas Road, is located in the Gordons Corner/Marlow Heights neighborhood. The neighborhood is characterized by strip-commercial uses along both sides of St. Barnabas Road (MD 414), including the large Marlow Heights Shopping Center at the intersection of MD 414 and Branch Avenue (MD 5). To the rear of these commercial strips are single-family detached residences. The uses immediately surrounding the proposed special exception are as follows:

North— A fortune teller in the C-S-C Zone.

East— Single-family detached residences in the (Rural Residential (R-R) Zone.

West— Across St Barnabas Road is a strip-commercial center with both retail and office uses in the C-S-C Zone.

South— Strip commercial uses including a former barber shop/salon and carryout restaurant in the C-S-C Zone.

- G. **Parking and Loading Regulations:** Based on the net leasable area of the building (7,650 square feet), a total of 39 parking spaces and one loading space are required to serve the property. The proposed site plan shows 28 parking spaces and one loading space. The applicant has requested a departure for the 11 required parking spaces not provided. The departure is discussed in greater detail in Finding K of this staff report.
- H. **2010 Prince George's County Landscape Manual Requirements:** The application is exempt from the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) because they are not adding or modifying any of the existing development on the site.
- I. **Zone Standards:** The applicant's proposal appears to be in compliance with the requirements of the C-S-C Zone.
- J. **Signage:** The applicant is not proposing any new signage, however, there is an existing freestanding sign advertising one of the tenants in the building. The site plan shows this sign to be located within the existing right-of-way of St. Barnabas Road (MD 414). Unless the applicant can provide proof that this sign was legally erected, it must be removed.
- K. **Required findings for Departures from Parking and Loading Standards:** The applicant has requested a departure from Section 27-568 of the Zoning Ordinance, which requires the provision of 39 off-street parking spaces for the subject use. The applicant is providing 28 spaces; therefore, a departure of 11 spaces is sought.

Section 27-588. Departures from the number of parking and loading spaces required.

(b)(7) Required 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;**
- (3) **To protect the residential character of residential areas; and**
- (4) **To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

Comment: The purposes of the parking and loading regulations will be served by the applicant's request. The applicant seeks to ensure sufficient parking and loading to serve the needs of the patrons of this long-existing medical building, which has been at this location for the past 50 years. The building is fully leased. As evidence that the 28 spaces are adequate, the applicant has submitted a parking demand study which shows that the maximum parking demand for the site was 22 vehicles over a three day period. In addition, staff has reviewed ten aerial photographs of the site covering the time period from 1977 to 2015. The photos show a minimum of six spaces occupied and a maximum of 25, with a mean average of 16 spaces being occupied. This suggests that the parking provided will be adequate to serve the parking needs of persons associated with the use.

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

Comment: The departure is the minimum necessary. The building contains a single use (medical offices) for which the applicant cannot apply any of the allowed reductions for shared use of spaces. There is no additional area to use for parking.

- (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;**

Comment: The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location. The site was developed in the 1960s and had the use of parking spaces on the adjoining property to the south. Once the property to the south was sold, the applicant lost the ability to use those 13 spaces. However, many years of experience indicate that the resulting 28 parking spaces will be sufficient to meet the parking needs of patients. The purposes of the Parking and Loading Regulations will be served by the request.

- (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**

Comment: All methods of calculation have been fully applied to this site. The applicant has applied the correct method for calculating the number of parking spaces required. The applicant is not permitted to use the 20 percent reduction for shared use because there is a single use at the site and medical office uses are specifically prohibited from using the reduction. Negotiations to allow for the continued use of the spaces on the adjoining property were unsuccessful.

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

Comment: The applicant submits that the parking and loading needs of the residential areas will not be infringed upon if this request is granted. The nearest residentially-zoned properties are to the rear (east) of the site along Townsley Avenue. They are developed with single-family residences, each of which has at least a two-car driveway. It is unlikely that cars visiting the subject property would park in the residential neighborhood.

- (B) **In making its 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 numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;**

Comment: There is no indication of a shortage of parking within the general vicinity of this facility. The area within 500 feet of the subject property is characterized by commercial, office, and residential development. All such uses have adequate parking.

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

Comment: The proposed use is consistent with the plan recommendations and will not impair the integrity of the master plan.

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

Comment: The subject 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.**

Comment: There are no public parking facilities proposed for this area.

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

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

Comment: Public transportation is available at this location. There is a Metrobus stop directly across St. Barnabas Road (MD 414) from the subject property.

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

Comment: The office building was built in the 1960s under previous parking regulations regarding size of spaces and width of drive aisles, which the applicant wishes to continue, since doing so results in the greatest number of spaces. Thus, the use of compact spaces is not available to the applicant. There are no other alternative design solutions which would result in additional 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;

Comment: The medical offices are open during regular business hours. The proposed development is within 500 feet of residential and retail uses. The medical offices have existed since the mid-1960s and are compatible with the nature and operation of other uses in the area.

(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.

Comment: The subject property is located in the C-S-C Zone and, therefore, is not subject to this provision.

- L. **Subdivision**—Pursuant to Section 24-111(c)(3) of the Subdivision Regulations, the site is exempt from the requirement of filing a preliminary plan of subdivision since the development is on a recorded lot and the applicant is not proposing any additional square footage.

CONCLUSION

The applicant has met their burden of proof in this instance. Based on the preceding analysis and findings, staff recommends APPROVAL of Departure from Parking and Loading Standards Application No. DPLS-419, subject to the following condition:

1. Prior to certification of the site plan, the applicant shall either provide proof that the freestanding sign within the right-of-way was legally erected or remove the sign.

ITEM:

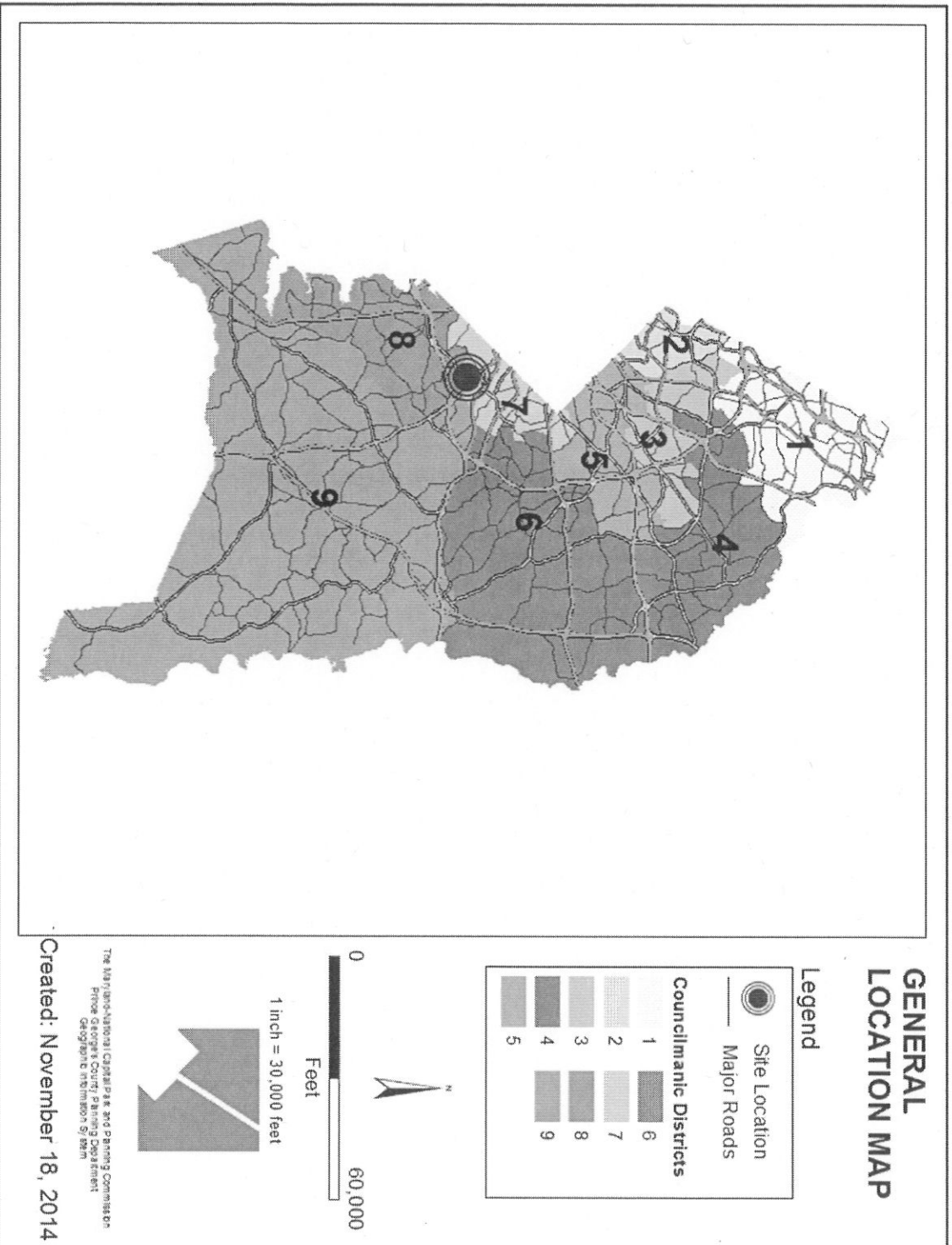
CASE: DPPLS-419

MARLOW HEIGHTS MEDICAL BUILDING

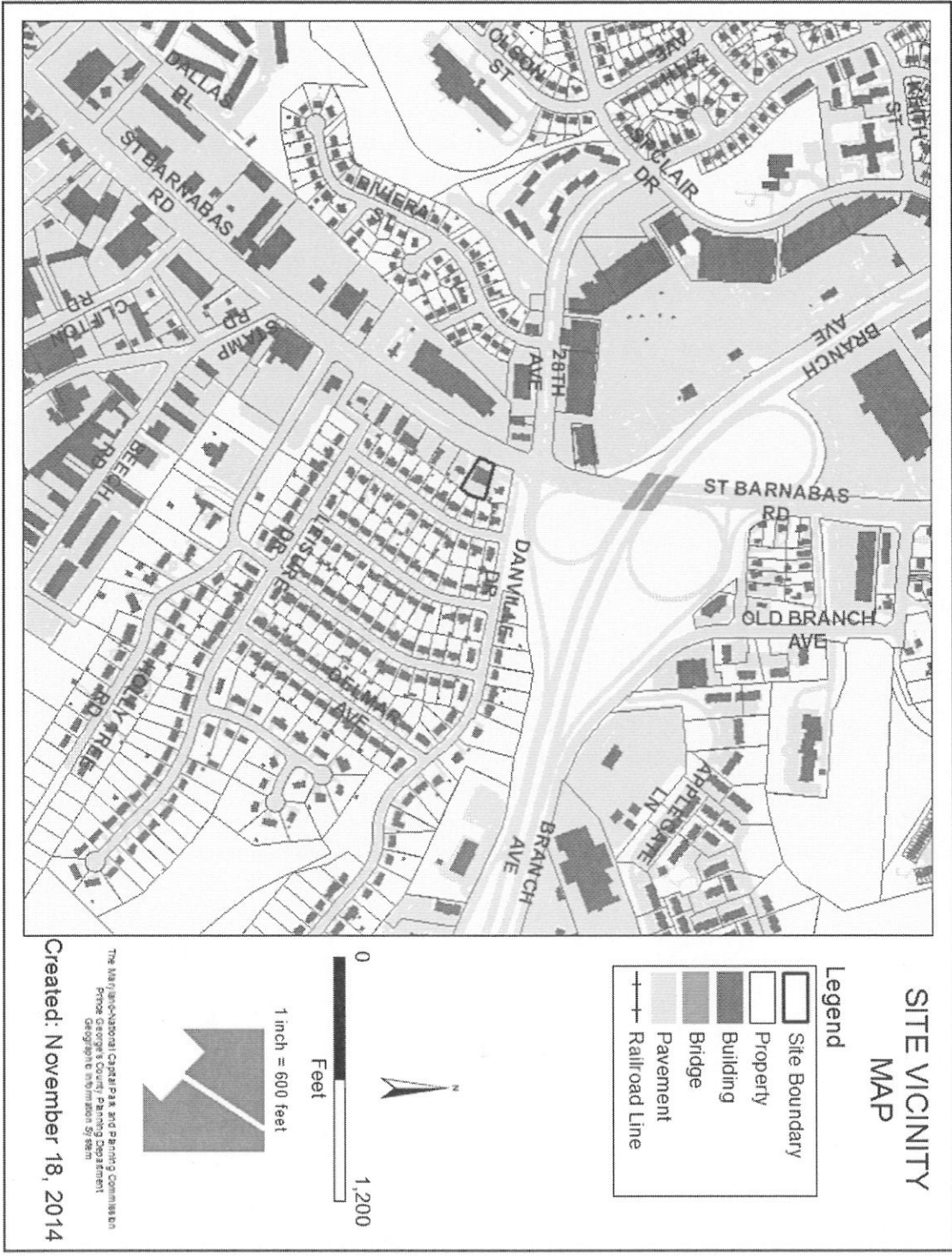
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



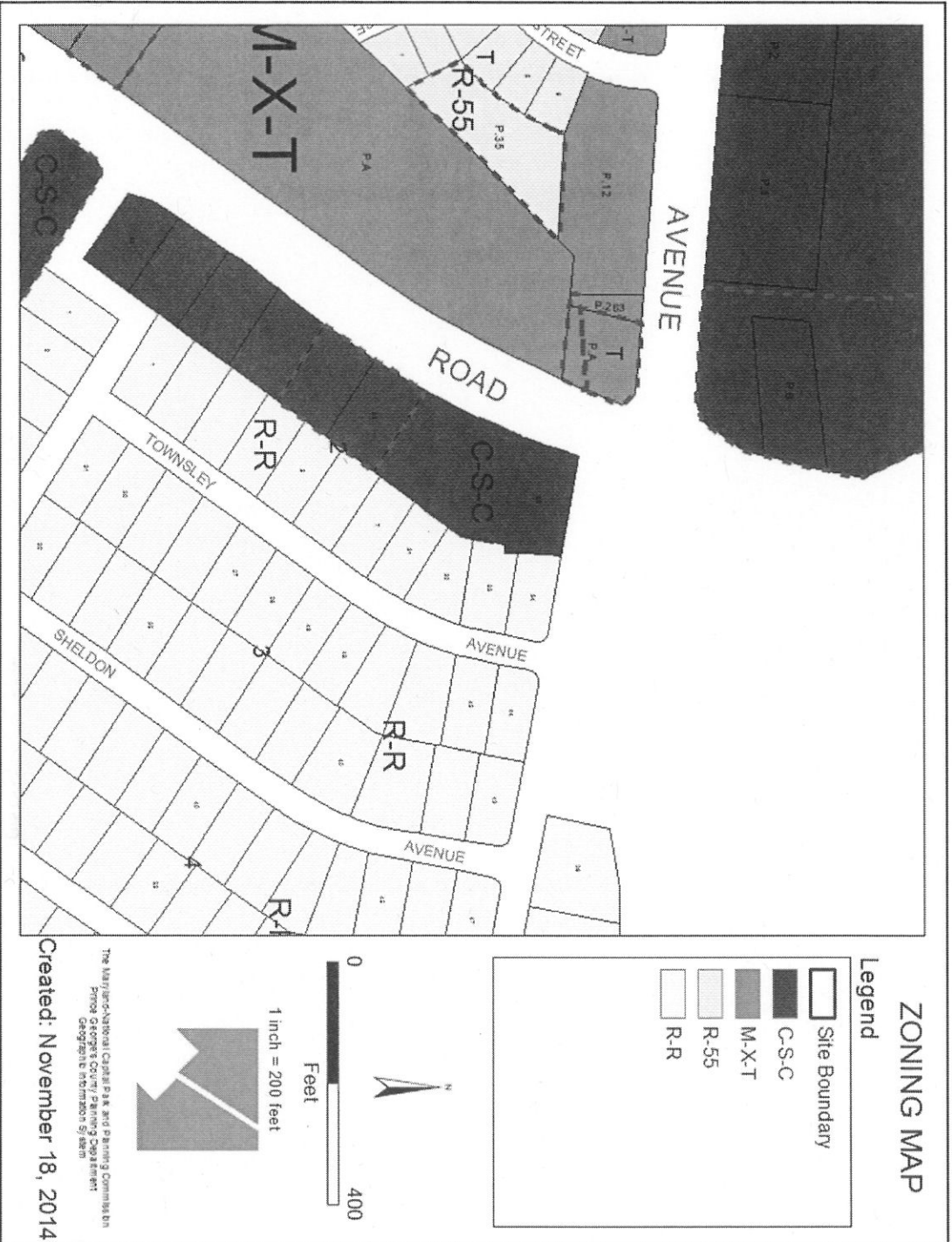
GENERAL LOCATION MAP



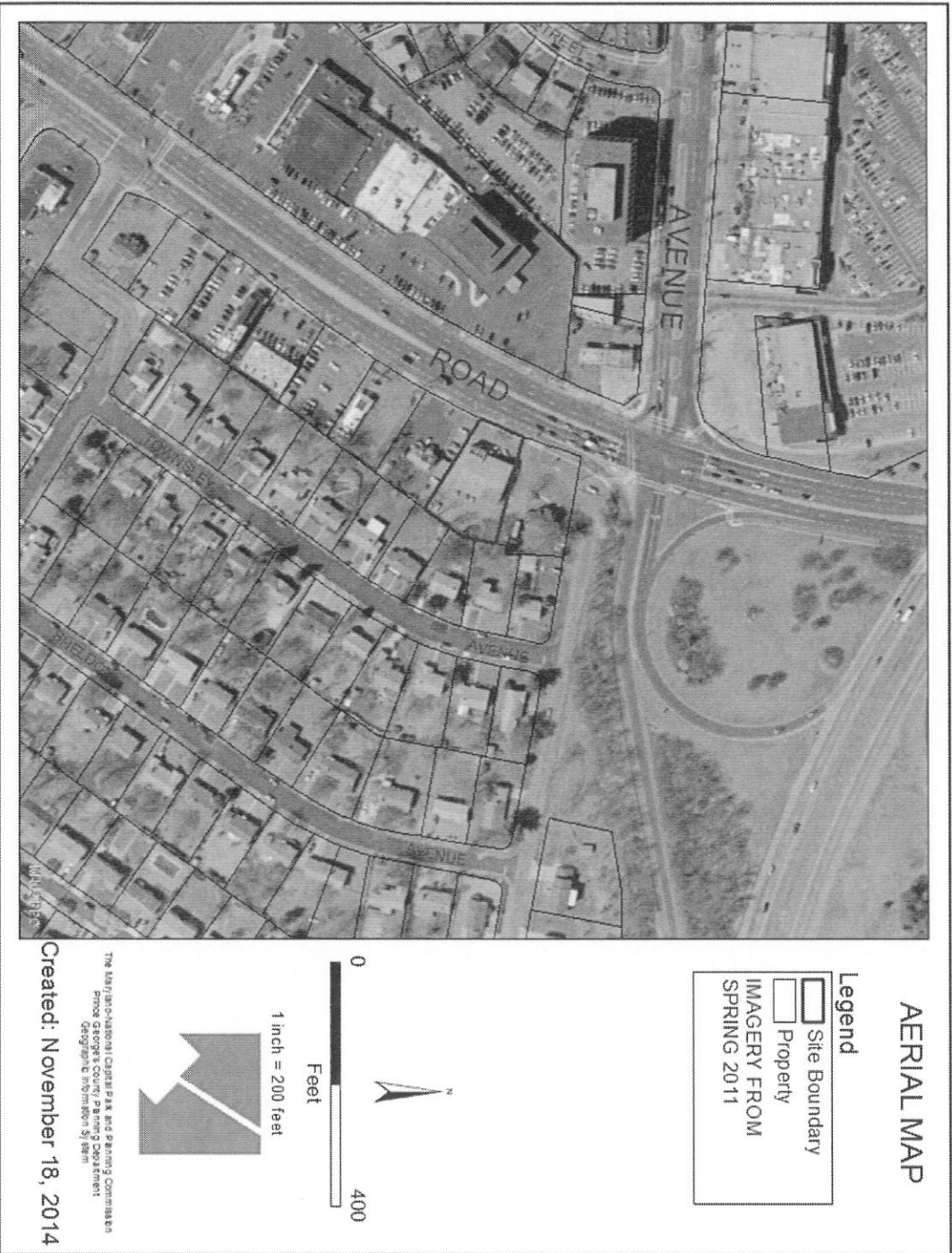
SITE VICINITY



ZONING MAP

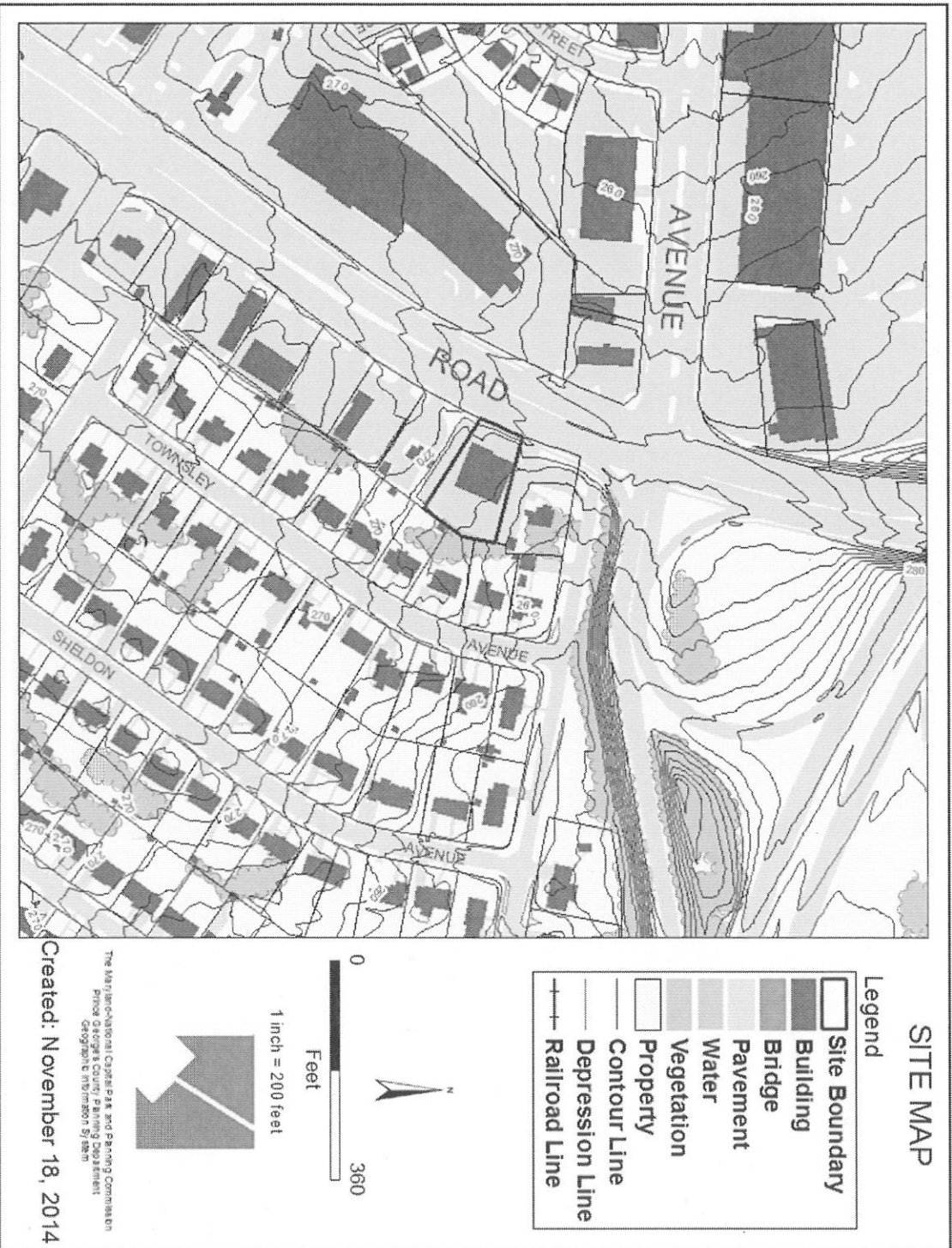


AERIAL MAP

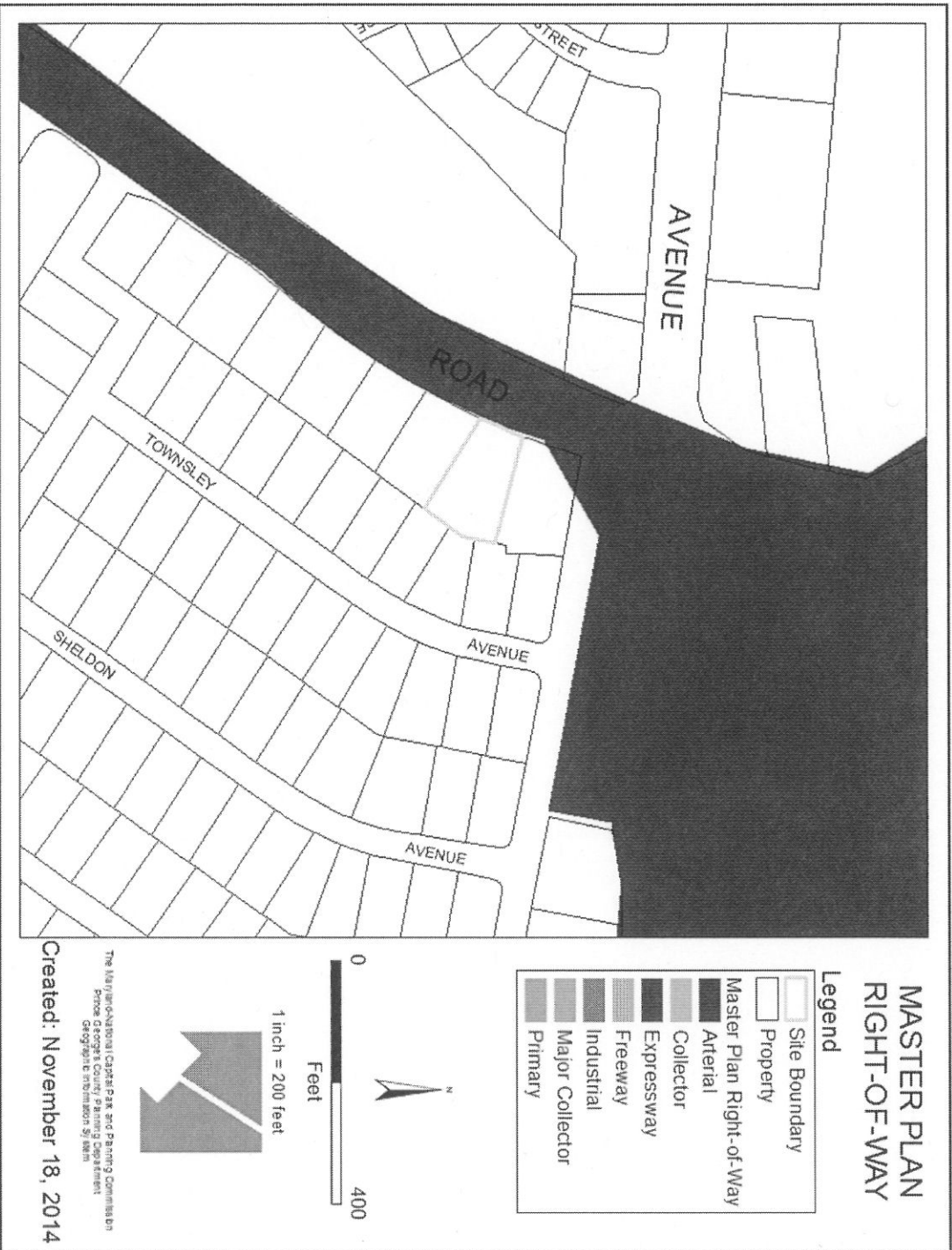


SITE MAP

Case #DPLS-419



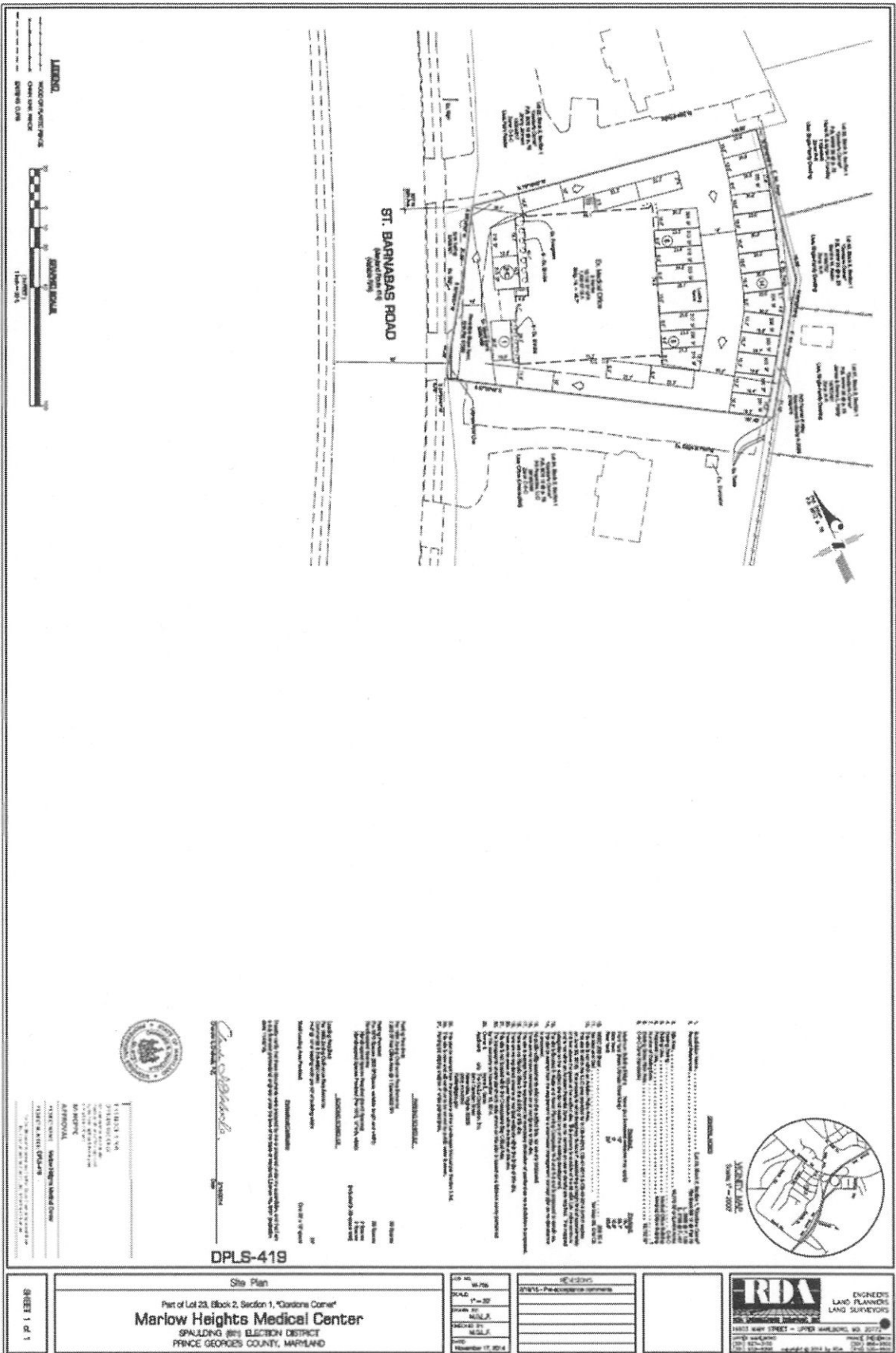
MASTER PLAN RIGHT-OF-WAY MAP

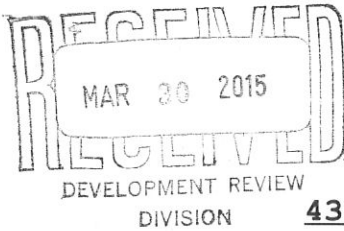


BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED



SITE PLAN





DPLS-419

STATEMENT OF JUSTIFICATION IN SUPPORT OF A DEPARTURE FROM PARKING AND LOADING STANDARDS

MARLOW HEIGHTS MEDICAL CENTER

4302 ST. BARNABAS ROAD, MARLOW HEIGHTS, MD 20748

The applicant for this departure from parking and loading standards is Myrna L. Garza. Ms. Garza is the owner of a medical office building located at 4302 St. Barnabas Road in Temple Hills, Maryland. The building is known as the Marlow Heights Medical Center. The building is currently fully occupied with medical offices. The property which is the subject of the application (the "Subject Property") consists of two parcels of land. The first parcel is more particularly described as Lot 23, Block 2 depicted on a subdivision plat entitled "Gordon's Corner", which plat is recorded among the Land Records of Prince George's County at Plat Book BB 12 Plat No. 78A. This lot was acquired by Ms. Garza and her late husband Santiago L. Garza on August 18, 1960 by a deed recorded at Liber 2478 Folio 193. The second parcel consists of one half of an alley which was shown on the plat of subdivision to the rear of lot 23, and consists of 372 square feet. Mr. and Mrs. Garza acquired the portion of the alley on March 18, 1963 by a deed recorded at Liber 2798 Folio 457. Ms. Garza is now the sole owner of both properties. As set forth below. Ms. Garza is seeking a Departure from Parking and Loading Standards to address a parking issue which impacts the property.

HISTORY OF PROPERTY AND NATURE OF REQUEST

Dr. Santiago Garza was a pediatrician who practiced in Prince George's County from 1958 until 1989. He opened his practice in Hillcrest Heights. As noted above, the Subject Property was acquired between 1960 and 1963. Dr. Garza constructed the Marlow Heights Medical Center, which consists of a two story building, in or about 1965. At the time the building was constructed, the site

on which the building was constructed also included a portion of the adjacent Lot 24 in the Gordon's Corner subdivision. Lot 24 is located at 4304 St. Barnabas Road and was acquired by Dr. and Mrs. Garza on March 19, 1965, and later conveyed to Dr. Garza as the sole owner in 1974. The property at 4304 contains a 1½ story brick and frame structure originally constructed as a house and later occupied by commercial uses. The structure is set back approximately 28 feet from the common boundary line with Lot 23.

The gross square footage of the Marlow Heights Medical Center is 10,132 square feet. However, the gross leasable area of the building is only 7,650 square feet. The building has wide hallways and equipment rooms which make up for the difference between the gross and net square footage. The permit records indicate that the gross leasable area was used to calculate the total parking requirements.¹ Attached hereto as Exhibit "A" is a copy of a site plan, dated August 1964, which appears to have been used to obtain use and occupancy permits over the course of several years. Attached as Exhibit "B" is a Parking Tabulation worksheet. This worksheet shows that a total of 38 parking spaces were required to serve the building at a parking ration of 1 space per 200 square feet, with the exception of one unit within the building. One unit (Unit J), containing 336 square feet, was shown as a general office use with a ratio of 1 space per 250 square feet. The site plan reflects that a total of 38 parking spaces were provided. However, 13 of these parking spaces were located on Lot 24 (spaces 1-13 on Exhibit "A").

¹The Zoning Ordinance in effect at the time the building was constructed required parking to be provided for based upon the "floor area used for office purposes."

In 2008, Mr. Garza (then 84 years old) conveyed Lot 24 to PG Properties Limited Liability Company. However, Dr. Garza did not reserve the right to utilize the parking spaces on Lot 24 to serve the building on Lot 23. Dr. Garza passed away in 2011. It was subsequently discovered that the medical office building on Lot 23 no longer has the legal right to utilize the parking spaces located on Lot 24. Attempts to negotiate the right to utilize these spaces with the current owner have been unsuccessful. The current owner now owns Lots 24-26 and has expressed interest in redeveloping the properties. The purpose of this Departure is to seek a waiver to allow the medical office building to be served solely by the number of parking spaces located on Lot 23, which as shown below is sufficient to serve the needs of the building.

The medical office building is now managed by Mrs. Garza and her children. They have intimate knowledge of the property and how it operates. Due to the nature of the area and the existence of public transportation, the parking lot is never full. Prior to filing this application, they engaged the services of RDA Engineering Company, Inc. to prepare a site plan to maximize the number of parking spaces available on the Subject Property. The site plan filed with the application depicts a parking layout which conforms to the design requirements in effect at the time the parking lot was originally constructed. This design reflects that a total of 28 parking spaces can be accommodated on the Subject Property to serve the medical office building.² The owner also engaged the services of Lenhart Traffic Consulting, Inc. to

²For an office building with 10,132 GFA and no medical uses, the number of required parking spaces would be 29. This departure seeks to permit medical uses to continue to occupy the building.

determine the peak parking demands of the building exclusively leased to medical practitioners.

In a report dated January 6, 2015, a copy of which is attached as Exhibit "C", Mr. Lenhart concluded that the maximum parking demand of the building is 22 spaces. This conclusion was based upon a parking demand study which calculated the maximum number of parking spaces actually utilized on site. As noted above, the building is fully leased. This study showed that the maximum number of parking spaces occupied at any one time was 22 parking spaces. In addition, Mr. Lenhart evaluated the Parking Generation Manual published by the Institute of Transportation Engineers (ITE). For a Medical-Dental Office Building, the ITE has developed a formula to calculate peak parking demand. Utilizing this formula, the ITE estimates a total demand of 22 parking spaces for a building of this size (Mr. Lenhart utilized the gross floor area of the building, not the net leasable area, in estimating the parking demand under the ITE formula). Thus, both on site observation and the ITE Parking Generation Manual agree that the maximum number of parking spaces required to adequately serve the needs of the Subject Property is 22. Since the Subject Property is able to accommodate 28 parking spaces, adequate parking exists to serve the needs of the use.

ZONING ORDINANCE COMPLIANCE

Departures from the off-street parking requirements may be granted by the Planning Board in accordance with the provisions of Section 27-588 of the Prince George's County Zoning Ordinance. Section 27-588(b)(8) sets forth the required findings which the Planning Board must make in order to grant a requested departure

from the off-street parking requirements. Those findings are as follows:

- (1) That the purposes of this Part will be served by the applicant's request;**

The purposes of the parking requirements are set forth in Section 27-550. Those purposes generally are to ensure that any use provides sufficient off-street parking to service said use and to lessen traffic congestion on the streets by reducing the use of the streets for parking. The applicant submits that its proposal in this case satisfies the purposes for requiring off-street parking.

As set forth above, the Subject Property has been utilized for medical professionals since it was first constructed. While parking has existed on the adjacent property, the actual demand for parking is substantially less than the number of parking spaces available. The actual parking needs are documented in the parking demand study prepared by Lenhart Traffic consulting, Inc. Only 22 spaces are required to satisfy the peak parking demands. As the site plan submitted with the application reflects, a total of 28 parking spaces will be provided on site. This will result in an excess of 7 parking spaces over that which is necessary to meet the peak parking demand. Approving the departure sought in this case will not result in vehicles causing congestion in the streets due to a lack of on street parking.

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

The request which the applicant is making is the minimum necessary. Based on the leasable area of the building, the total

number of required parking spaces to accommodate medical office uses is 39, based upon the provisions of Section 27-568 of the Zoning Ordinance. When striped in accordance with the site plan, a total of 28 parking spaces will be available. Thus, a departure of 11 spaces is the minimum necessary.

- (3) 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. As noted above, the owner has intimate knowledge of the site and the parking needs of the tenants. In addition, the area is well served by Metro buses, which reduces the need for vehicle trips to the property. While more spaces have historically been available to serve the parking needs of the building, those spaces have never been fully occupied. The parking demand study and the recommended number of parking spaces by ITE confirm this observation. The parking spaces originally provided on the adjacent property are simply not needed to serve the Subject Property. Utilizing otherwise developable land for unnecessary parking is not consistent with desires to redevelop the St. Barnabas Road corridor.

- (4) 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;**

Division 2, Subdivision 3 is applicable to an application for a departure from the number of parking spaces, as requested herein.

This Subdivision contains the schedule for determining the number of parking spaces required. While the ordinance allows parking spaces to be provided off site, such opportunities do not exist in this case. Thus, all methods for calculated the required number of spaces have been exhausted and a departure is still required.

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

The applicant submits that the parking and loading needs of residential areas will not be infringed upon if this request is granted. The subject property is located within a commercial strip fronting on St. Barnabas Road. While the properties abutting the rear of this commercial strip are zoned residential, the residential area is not accessible or convenient to patrons of the commercial strip. In addition, as demonstrated through the parking demand study, adequate parking is being provided on site to serve the needs of the Subject Property. As a result, the parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

Section 27-588 also requires the Planning Board to give consideration to certain other matters. These are as follows:

(1) 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;

Generally, ample parking is provided for uses within 500 feet of the Subject Property. The property is located very close to the interchange of St. Barnabas Road and Branch Avenue. There is a shopping center across the street which provides adequate off street parking. On street parking is not allowed on St. Barnabas

Road. This is not an area where a lack of off street parking has been a problem and the Subject Property is providing adequate off street parking to serve the needs of the use.

(2) The recommendations of an area Master plan or County/Local Revitalization Plan, regarding the subject property and its general vicinity;

The Approved Branch Avenue Corridor Sector Plan, approved September 23, 2008, retained the Subject Property in the C-S-C Zone. The Central Branch Avenue Corridor Revitalization Sector Plan, approved April 2, 2013, recommended Commercial-Neighborhood for the Subject Property. The use of the property as a medical office building, serving the medical needs of the community for 50 year, is consistent with this recommendation. Therefore, the proposed use of the property is in full compliance with the recommendations of the applicable Sector Plans.

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

This property does not lie within the limits of any municipality.

(4) Public parking facilities which are proposed within the general vicinity of the property.

To the applicant's knowledge, there are no public parking facilities proposed within the general vicinity of the subject property.

The Planning Board is also permitted to consider several other factors which are set forth in Section 27-588(b)(7)(C). While many of these factors are not relevant to the facts of this case, they are listed as follows:

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

- (i) Public transportation available in the area;
- (ii) Any alternative design solutions to off-street facilities which might yield additional 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;
- (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.

As to requirement (i), public transportation is available in the area to serve the Subject Property.

As to requirement (ii), there is insufficient land area on site to provide additional parking and therefore eliminate the need for this departure.

As to requirement (iii), the mix of medical office uses has demonstrated the total number of parking spaces required by the Zoning Ordinance exceeds the actual parking demand and contributes to a finding that adequate parking is available to serve the mix which exists on the property. Denial of the departure will result in medical office space remaining vacant.

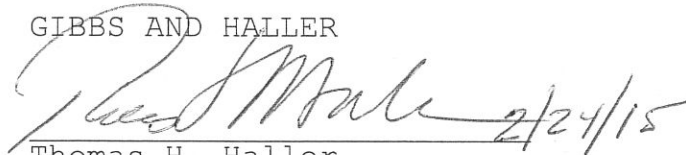
As to requirement (iv), the subject property is zoned C-S-C, and multifamily development is not proposed.

CONCLUSION

Given all of the above considerations, the applicant respectfully submits that all of the required Findings set forth in Section 27-588 are met and satisfied with this application. Most importantly, the applicant submits the purposes for requiring off-street parking spaces are also satisfied. Therefore, the applicant requests that its departure from the required number of off-street parking spaces be granted.

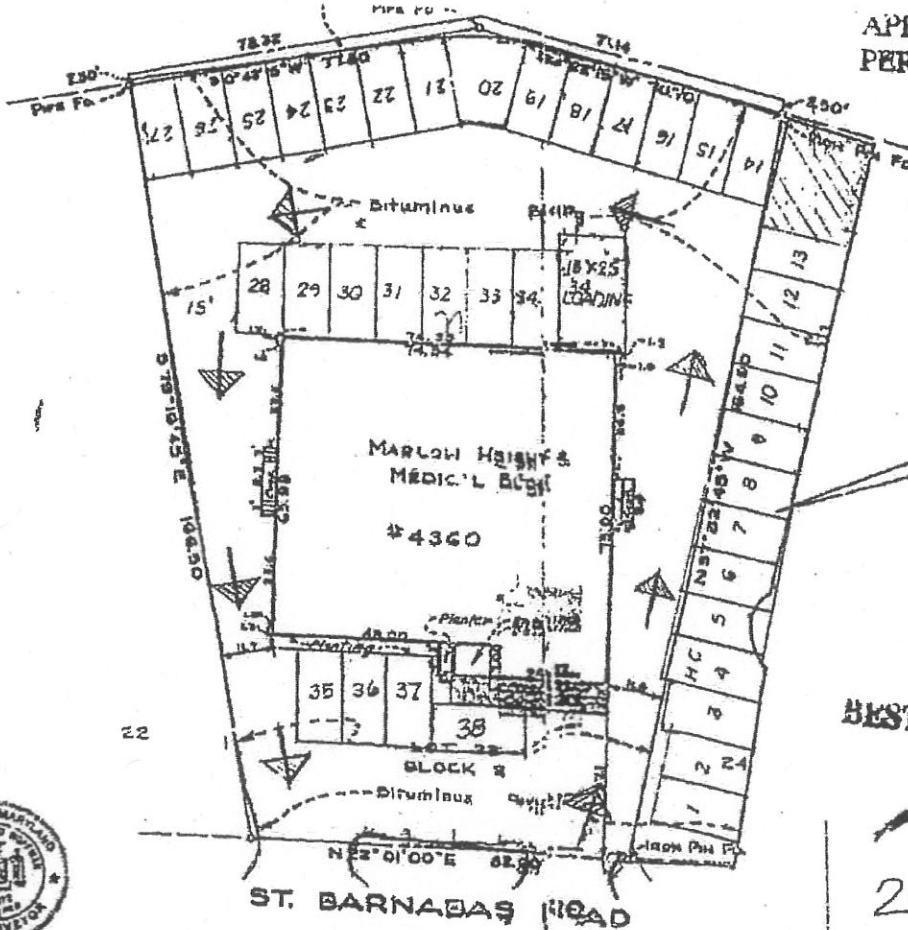
Respectfully submitted,

GIBBS AND HALLER



Thomas H. Haller
1300 Caraway Court, Suite 102
Largo, Maryland 20774
(301) 306-0033

DPLS-419



APPROVED 6/16/04
PERMIT # -19258-2004-1

BEST AVAILABLE COPY

2032-87-U



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE PLAN SHOWN HEREON IS CORRECT, THAT IS A PLAT OF LOT 28, BLOCK 2, SECTION ONE, GORDON'S CORNER, AS PER PLAT RECORDED AMONG THE LAND RECORDS OF PRINCE GEORGES COUNTY, MARYLAND IN BOOK 88 12, PLAT NO 78A, AND THAT IT IS A PLAT OF THE WEST END OF THE STRIP OF LAND ADJOINING THE WEARING OF DAM NO 27, WHICH IS GORDON'S CORNER AND STRIP OF LAND BENEATH THE ALLEY AND BARRIS, WHICH SAID LAND RECORDS IN BOOK 2708 AT FOLIO 457 AND THAT THE IMPROVEMENTS SHOWN HEREON HAVE BEEN ACCURATELY LOCATED BY A TRANSIT-TAPE SURVEY.

BUILDING UNDER CONSTRUCTION
RECEIVED JULY 12, 1965

AUGUST 22, 1964

BUILDING LOCATION SURVEY
LOT 28 AND PART OF ABANDONED ALLEY
BLOCK 2 SECTION 1
GORDON'S CORNER
PRINCE GEORGES COUNTY, MARYLAND
SCALE 1"=20'
AUGUST, 1964

MURPHY E. HOFFMAN AND ASSOCIATES

The Maryland-National Capital
Park and Planning Commission
DLB 5/14/13
15831-2013-00

APPROVED OK for general office;
PERMIT # parking ok per 27-568.

The Maryland-National Capital
Park and Planning Commission
DLB 5/14/13
15826 thru 15830-2013-00

APPROVED OK for medical office;
PERMIT # parking ok per 27-568.

Lenhart Traffic Consulting, Inc.
 Transportation Planning & Traffic Engineering

DPLS-419

Memorandum:

Date: January 6, 2015

TO: Myrna G. Miller, Vice President
 Ga-La Corporation
 8414 Camden Street
 Alexandria, VA 22308

FROM: Mike Lenhart

RE: 4302 St. Barnabas Road -- Parking Demand Study

Dear Myrna:

As requested, Lenhart Traffic Consulting, Inc. has conducted a parking demand study for the medical office building located at 4302 St. Barnabas Road. A site location map is shown on Exhibit 1.

The property contains a two (2) story medical office building with a total of approximately 10,132 square feet of gross floor area and eight tenant spaces which are all currently leased.

Exhibit 2 shows an aerial map of the property with the border of the property outlined in blue. The site currently has a total of 24 marked parking spaces with a total of two (2) handicap parking spaces in the front of the building and 22 marked spaces on the property in the rear of the building. There is also a strip of parking along the south side of the property but this is located on the adjacent parcel with a total of 13 parking spaces in that area. These 13 spaces are not located within the boundary of the subject property.

It is understood that the adjacent property to the south of the office building was previously under your family's ownership as well. However the adjacent property was sold in the recent past to another individual. The purpose of this parking demand study is to determine how many parking spaces are required for your office building, and to determine if the parking demand can be accommodated within your current property boundary. The proposed site plan which has been prepared by RDA Engineering, Inc. shows that a total of 29 parking spaces can be provided on site.

Parking demand counts were conducted from 10 AM to 3 PM on Friday September 12, Monday September 15, and Tuesday September 16 of 2014. Exhibit 3 contains the results of the parking demand study. The parking counts include all vehicles parked on site which includes the two handicap spaces in the front of the building, the 22 parking spaces in the rear of the building, the 13 parking spaces to the south of the building (on the adjacent property), and the cars that

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

parallel parked along the north edge of the building. These were all of the vehicles observed to be using the property. Exhibit 4 shows a bar graph of the hourly parking demand.

The parking demand study revealed that the maximum parking demand was 22 parked vehicles. This translates into a maximum parking demand ratio of 2.17 parked vehicles per 1,000 square feet. The maximum parking demand for the site was observed to occur between 11:00 AM and Noon on all three days. With the proposed total of 29 parking spaces, there remains a surplus of at least seven (7) parking spaces at the peak times.

Based on the results of the parking demand study:

- The 10,132 square foot building is fully leased and occupied.
- The building is currently experiencing a maximum parking demand of 2.17 spaces per 1,000 square feet.
- Based on this information, the 10,132 square foot building can be adequately parked using the proposed 29 parking spaces within the boundary of the property, and will to have a surplus of at least seven (7) spaces at the peak parking demand.

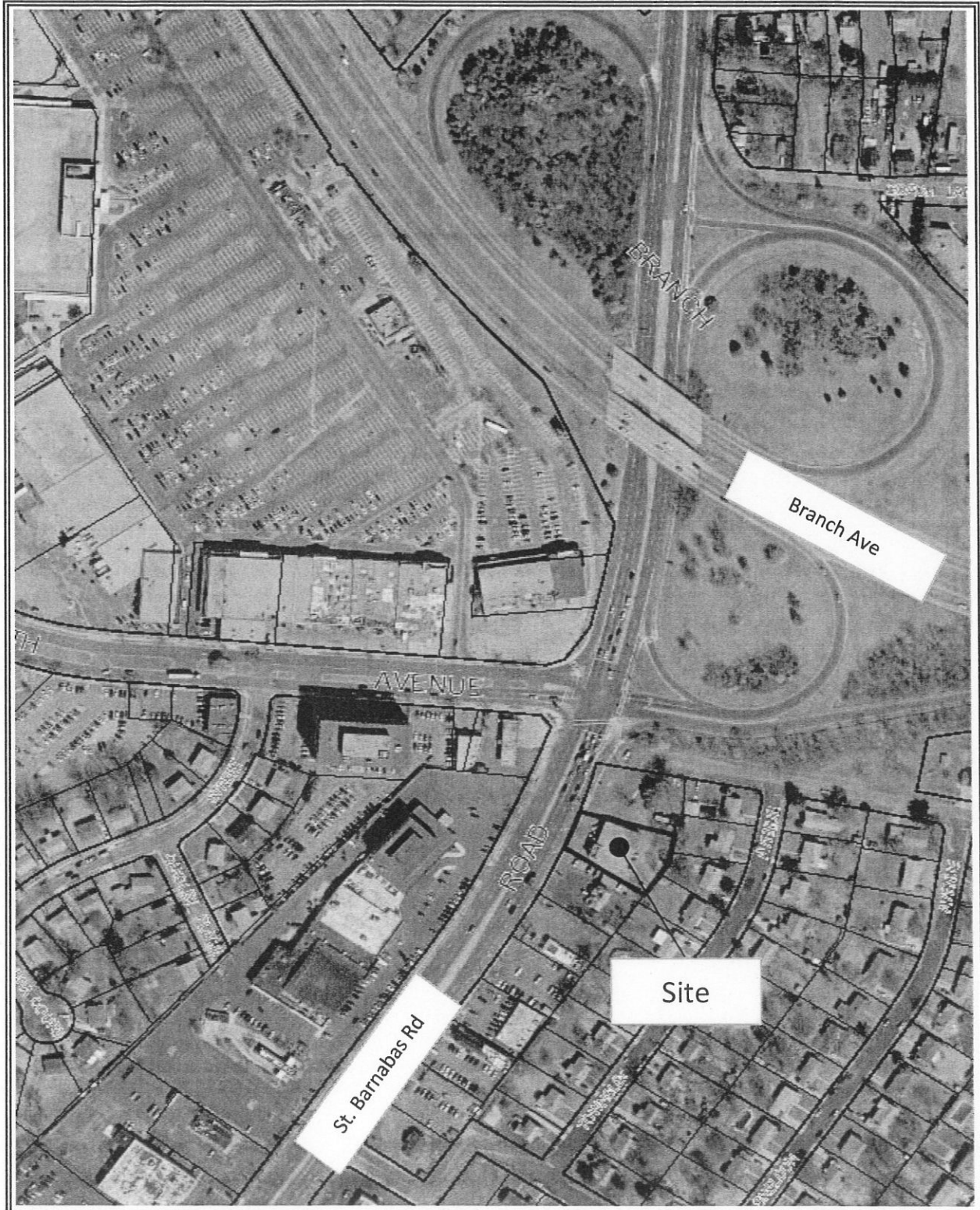
We have also compared this information to the Institute of Transportation Engineers (ITE) Parking Generation Manual, 4th Edition. The Parking Generation Manual contains parking information for Medical-Dental Office Building (Land Use 720) for comparison to this property (See Appendix A for ITE info).

- The ITE parking information is based on a study of 86 similar medical office buildings with an average square footage of 57,000 square feet.
- The ITE Parking Generation Manual has a Parking Demand Equation as follows:
 - $P = 3.40 \times (\text{kfsf}) - 13$
 - For an overall building of 10,132 square feet, the resulting ITE Parking Demand Equation would yield a total demand of 22 parking spaces for this property. The site currently has 24 parking spaces which exceeds the ITE Parking Demand Equation.

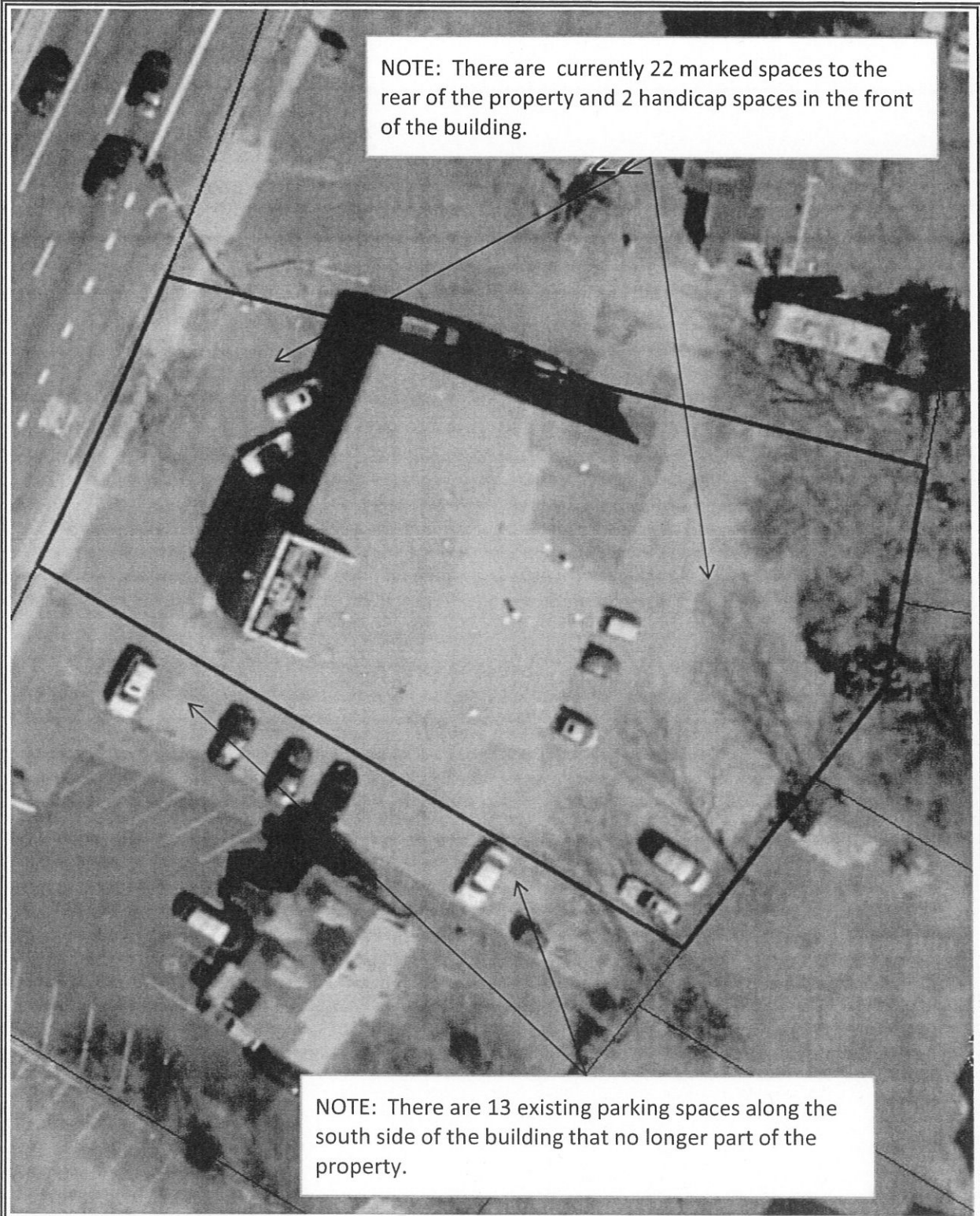
In conclusion, the results of the parking demand study and an evaluation of the ITE Parking Generation Manual reveal that the 10,132 square foot building has sufficient parking based on the proposed 29 parking spaces located in the front and rear of the building.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Michael Lenhart, P.E., PTOE



Parking Demand Study	Site Location Map	Exhibit 1
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		



Parking Demand Study	Site Layout and Boundary	Exhibit 2
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

	Friday	Monday	Tuesday
Time	9/12/2014	9/15/2014	9/16/2014
10:00 AM	19	18	16
10:30 AM	17	18	19
11:00 AM	17	20	16
11:30 AM	21	22	18
12:00 PM	19	21	20
12:30 PM	17	18	16
1:00 PM	19	17	15
1:30 PM	16	16	18
2:00 PM	19	19	20
2:30 PM	20	20	17
3:00 PM	18	17	18

Maximum Demand (All Vehicles for Site): 21 22 20

Parking Supply (Excluding 12 Spaces on Adjacent Property): 29 29 29

Parking Demand: 2.07 2.17 1.97

Remaining Spaces Available at Peak Parking Demand: 8 7 9

Surplus Parking Spaces at full vacancy: 8 7 9

NOTES:

Friday, September 12, 2014

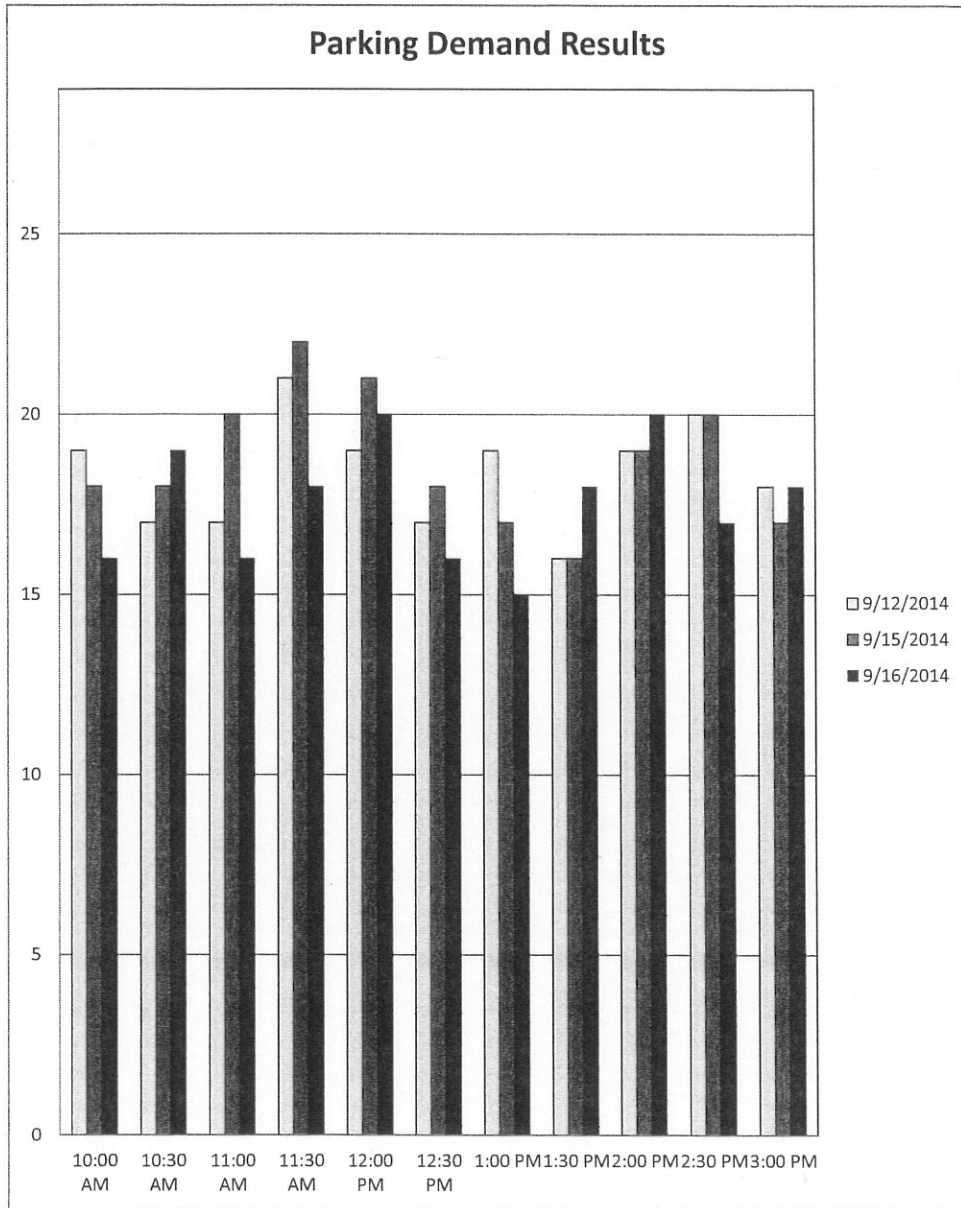
Monday, September 15, 2014

Tuesday, September 16, 2014

10,132 Gross Square Feet per PGAtlas

10,132 Square Feet of Occupied Space (100% Occupancy)

Parking Survey	Parking Survey (Date of Counts -- September 2014)	Exhibit 3
Lenhart Traffic Consulting, Inc. <small>Traffic Engineering & Transportation Planning</small>		

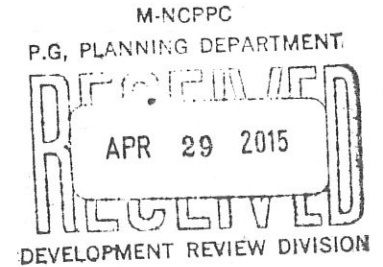


NOTE: There will be 29 spaces available to the property.
The building is 10,132 sq ft and fully occupied.

Parking Survey	Parking Demand Results (Date of Counts -- September 2014)	Exhibit 4
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-4366
 www.mncppc.org/pgco
 301-952-3972

April 28, 2015



MEMORANDUM

TO: Tom Lockard, Planning Coordinator, Zoning Section
VIA: Steve Kaii-Ziegler, Planning Supervisor, Community Planning Division
FROM: Karyn Crichton, Planner Coordinator, Community Planning Division
SUBJECT: **Marlow Heights Medical Building (DPLS-419)**

DETERMINATIONS

The application is consistent with the Plan Prince George's 2035 Approved General Plan.

The application is consistent with the the 2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan.

BACKGROUND

Location: 4302 St. Barnabus Road (east side of St. Barnabus Road, approximately 100 feet south of the intersection with Branch Avenue. Lot 23, Block 2 of Gordons Corner subdivision.

Size: .4424 acres

Existing Uses: Medical Office Building

Proposal: Request for a departure from parking and loading standards for a waiver of 11 parking spaces from the 39 required.

GENERAL PLAN, MASTER PLAN, AND SMA

This application requires conformance with the applicable General or Master Plan. NO

General Plan: *Plan Prince George's County 2035* contains parking policy recommendations for specific targeted growth areas; however this property is not located within the designated growth areas and therefore does not provide any guidance to departures to parking standards.

Master/Sector Plan: The property is located within the Beech Road Focus Area of the *2013 Approved Central Branch Avenue Corridor Revitalization Sector Plan*. The plan retained the Commercial Shopping Center (C-S-C) zoning but proposed that the St. Barnabus

cc: Ivy A. Lewis, Division Chief, Community Planning Division
Long Range Notebook

Lockard, Thomas

From: Pranoy Choudhury <PChoudhury@sha.state.md.us>
Sent: Monday, April 13, 2015 1:06 PM
To: Lockard, Thomas
Subject: DPLS- 419, Marlow Heights Medical Center

Tom,

SHA offers no comments on the subject project. However, any work within SHA Right of Way will require a SHA plan review, approval and permit issuance.

Thanks,

Pranoy Choudhury

Regional Engineer

Maryland Dept. of Transportation

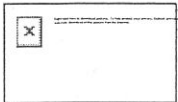
State Highway Administration, OHD-AMD

707 N. Calvert Street, Mail Stop C-302

Baltimore, MD 21202

Ph: 410-545-8895, Toll Free: 1-800-876-4742 ext. 8895

Fax: 410-209-5026



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April 8, 2015

MEMORANDUM

TO: Tom Lockard, Planning Coordinator, Zoning Section

FROM: Debbie Gallagher, Information and Permit Review Supervisor *DA*

SUBJECT: Marlow Heights Medical Building (DPLS-419)

1. In order for the site to maintain its grandfathered parking space sizes the spaces must be shown at 10 by 20 or 9 by 22 ¼. It appears that the applicant must also request a DDS for parking space sizes. Or a greater number of parking spaces will need to be waived. If a greater parking departure for the number of spaces is waived then some of the comments below may not apply.
2. The Code does not allow for waiver of old standards, since a DDS will be required for parking space sizes a Departure from Design Standards will also be required for the minimum driveway width required at today's standard of 11 feet for one-way traffic.
3. Sec. 27-563. Connection to street. The site plan needs to demonstrate conformance with Section 27-563 or a Departure will be required.

Every parking lot shall be connected to a street by means of a driveway. This driveway (except those provided for, and on the same lot with, one-family dwellings), shall be at least eleven (11) feet wide for each lane, exclusive of curb return and gutters. In the case of a corner lot, no driveway shall be located less than twenty (20) feet from the existing or proposed ultimate point of curvature of the curb or the edge of the pavement of an uncurbed section (whichever forms the greater distance to the point of curvature of the fillet of the driveway apron). (See Figure 60, Part 2.)

4. Have the applicant place a not under the loading schedule that the loading space pre-dates the requirements for a twenty two foot drive aisle.

5. The site plan must demonstrate that the building is handicap accessible.
6. The applicant has the option of re-striping the parking lot to current standards and gaining the benefit of compact parking spaces which may make for a better parking design. But the plan would have to be re-reviewed to determine if it would create the need for additional departures.
7. The existing sign is located off the property within the right-of-way. The sign shall either be validated or removed from the site plan.
8. Is the site plan in conformance with the Subdivision Regulations? Refer to Subdivision Office for review.