

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board has reviewed Departure from Parking and Loading Standards DPLS-459, EZ Storage College Park, requesting a departure from parking and loading standards to allow a reduction of 11 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 May 23, 2019, the Prince George’s County Planning Board finds:

1. **Request:** A Departure from Parking and Loading Standards DPLS-459 is requested from the requirements of Section 27-568(a) of the Prince George’s County Zoning Ordinance, to provide a reduced number of parking spaces. This DPLS is the companion case of Detailed Site Plan DSP-15031-01 (PGCPB Resolution No. 19-65) and Departure from Design Standards DDS-648 (PGCPB Resolution No. 19-67) that were approved on the same date by the Prince George’s County Planning Board.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	I-2	I-2
Use	Truck Repair Facility	Consolidated Storage
Total Acreage	1.82	1.82
Green Area (10 percent required)		0.55 acre/30.1 percent
Parcels	1	1
Gross Floor Area (square feet)	21,378 (to be razed)	122,190
Number of Storage Units	0	950

Parking and Loading

Use	Number of Spaces Required	Number of Spaces Provided
1,000-square-foot Office Space	4 per 1,000 GFA = 4	4
950 Storage Units	1 per 50 units = 19	8
Total Required	23	12
Handicap-Accessible	1	1
Standard Spaces	22	11
Compact	0	0
Loading:		
2 spaces up to 10,000 sq. ft.	2	2
1 space/each 40,000 sq. ft. over	3	3

3. **Location:** The site is in Planning Area 66, Council District 1. More specifically, it is located on the south side of Branchville Road approximately 1,800 feet east of its intersection with Rhode Island Avenue. The site is known as 5151 Branchville Road, in the City of College Park.
4. **Surrounding Uses:** The site is bounded to the north by Branchville Road; to the south by MD 193; to the east by the Chessie Seaboard (CSX) railroad lines; and to the west by contractor use in the Commercial Shopping Center Zone.
5. **Previous Approvals:** The site is not subject to a previous preliminary plan of subdivision (PPS) or record plat. Parcel 85 was created by deed, recorded in Liber 36087 and folio 303 in the Prince George's County Land Records. The 2001 *Approved Sector Plan and Sectional Map Amendment for the Greenbelt Metro Area* (Greenbelt Metro Area Sector Plan and SMA) retained the property in the Heavy Industrial (I-2) Zone. DSP-15031, for the development of a consolidated storage facility, was approved by the Planning Board on November 3, 2016 through PGCPB Resolution No. 16-129, but was not constructed. Changes to the floodplain mitigation on-site during technical plan preparation led to a redesign of the facility and the need for additional departures and variances. The site is the subject of an approved Stormwater Management (SWM) Concept Plan, 32569-2018-00, approved on February 28, 2019, and valid until February 28, 2022.
6. **Design Features:** The site is roughly rectangular in shape, with frontage along both Branchville Road to the north and MD 193 to the south. Access is proposed via an entrance onto Branchville Road in the northwest corner of the site leading into a parking lot enclosed by a decorative fence and gate. The five-story, approximately 57.58-foot-high, 122,190-square-foot building is located in the northeast corner of the site, within 15 feet of the Branchville Road right-of-way. The building will contain a small office space, but no resident manager. The entire southern portion of the site will be green area, including existing vegetation and a proposed floodplain storage area.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Departure from Parking and Loading Standards DPLS-459:** The applicant has requested a departure of 11 parking spaces from the required 23 spaces for the proposed consolidated storage building. 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;**

The proposal meets the purposes of Section 27-550 of the Zoning Ordinance, by providing enough allowances for safely maneuvering vehicles in and out of parking spaces. The parking area will be enclosed by fencing, which helps screen the facility from adjacent public rights-of-way, for the protection of patrons and to prevent non-users from gaining access to the facility. The reduction in parking will have no negative effect on health, safety, comfort, or welfare. Consolidated storage facilities, in general, provide a useful and convenient service for the surrounding community. This facility aims to provide for the present and future inhabitants of the County and the City of College Park.

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

The Planning Board found that the proposed number of parking spaces is appropriate, given the proposed use and low turnover of parking. Section 27-559(a) allows one-third of the required spaces to be compact. The applicant is not proposing compact spaces, stating that the typical customer will require adequate room to leave car doors and trunks open for loading and unloading. Therefore, the Planning Board finds that the departure of parking spaces is the minimum necessary.

(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 existing structure was completed in 1951, and the area is generally compact and serves an industrial/commercial business community, most of which existed prior to 1949. The site has several unique characteristics, including the adjacent elevated roadway, railroad tracks, and on-site floodplain. 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.

(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 spaces required were utilized. Given the site constraints on this property, such as floodplain, providing the number of spaces, while maintaining the building size, necessitates an overall reduction in the number of parking spaces.

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

The property is primarily in an industrial/commercial area. The nearest residential area is sufficiently far away, and the proposed development should have no impact on that community. Additionally, as parking and business needs of the development are self-contained and fenced in, there will be no impact on the surrounding businesses.

- (B) **In making its findings, the Planning Board shall consider 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;**

The subject property is in an industrial area and the number of on- and off-street parking spaces, in the general vicinity and more specifically within 500 feet of the subject property, is more than adequate to serve the needs of existing uses and the planned consolidated storage facility.

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

The Greenbelt Metro Area Sector Plan and SMA retained the subject property in the I-2 Zone. Consolidated storage is an approved use within that zone.

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

The City of College Park was present at the Planning Board hearing to provide recommendations on the departure of approval, with conditions.

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

There are no parking facilities in the County or City of College Park capital improvement programs that would benefit from the subject application.

(C) In making its findings, the Planning Board may consider the following:

(i) Public transportation available in the area;

The C2 and 83 Metrobus routes serve the subject property along Rhode Island Avenue, which is approximately three blocks away. The nearest Metrorail is the Greenbelt Station, which is approximately 2.5 miles away.

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

There are no alternative design solutions to off-street facilities, which might yield additional spaces; however, on-street parking is provided along Branchville Road. There is sufficient room for 10 to 12 on-street parking spaces along Branchville Road.

(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 subject property will be a consolidated storage facility. Its hours of operation will be Monday through Friday, 9:30 a.m.–6:00 p.m., Saturday and Sunday, 9:00 a.m.–5:00 p.m. Other businesses within 500 feet of the subject property keep traditional business hours as well.

(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-2 Zone. Therefore, this finding is not applicable to the subject application.

Based on the analysis above, the Planning Board approved the Departure from Parking and Loading Standards, DPLS-459, to allow a reduction of 11 parking spaces.

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 incorporated, herein by reference, a memorandum dated April 29, 2019 (Thompson to Burke), which provided the following summarized comments:

The applicant is requesting a DDS and a DPLS. From the standpoint of transportation, it is determined that this plan is generally acceptable and meets the required findings, as described in the Zoning Ordinance.

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.

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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 Doerner, with Commissioners Washington, Doerner, Bailey, and Hewlett voting in favor of the motion, and with Commissioner Geraldo absent at its regular meeting held on Thursday, May 23, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George’s County Planning Board this 13th day of June 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:TB:gh