

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board has reviewed DDS-614, Salubria Center, requesting a departure from design standards for a nonparallel parking space size of 9 feet by 18 feet 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 17, 2012, the Prince George’s County Planning Board finds:

1. **Request:** The subject application is for approval of a departure from Section 27-558(a) of the Zoning Ordinance to allow a reduced standard, nonparallel parking space size of 9 feet in width by 18 feet in length to be used for all of the provided parking spaces. The subject application has a companion detailed site plan, DSP-11025, for 437,721 square feet of retail, office, and hotel development in the M-X-T (Mixed Use—Transportation Oriented) Zone.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant	Commercial “Outlet Center” inclusive of restaurant uses, and a hotel
Gross Tract Area	43.79 Acres	43.79 Acres
Total gross floor area	N/A	437,721 square feet*
Commercial/Retail	N/A	380,676 square feet*
Office	N/A	3,255 square feet
Hospitality	N/A	53,790 square feet

\*The total gross floor area and commercial gross floor area are inclusive of a 12,000-square-foot future extension of Building 6.

3. **Location:** The subject site is located in the southeast quadrant of the intersection of Oxon Hill Road and Harborview Avenue, between Oxon Hill Road and Indian Head Highway (MD 210), in Planning Area 80, and Council District 8.
4. **Surrounding Uses:** The site is bounded to the north by an existing office use in the M-X-T Zone; to the west by the Oxon Hill Road right-of-way; to the east by the Indian Head Highway (MD 210) right-of-way and multifamily development in the R-18 (Multifamily Medium Density Residential) Zone (Wilson Bridge Condominiums); and to the south by the campus of Thomas Addison Elementary School, which is currently vacant, and single-family houses in the R-55 (One-Family Detached Residential) Zone (River Ridge Estates).

The subject property is located across Oxon Hill Road from Oxon Hill Manor, which is a National Register Historic Site owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC) in the R-O-S (Reserved Open Space) Zone.

5. **Previous Approvals:** The subject property is a combination of two parcels. The northernmost 21.23-acre parcel (Parcel A) is part of a 35-acre parcel previously zoned I-3 (Planned Industrial/Employment Park) with an approved Conceptual Site Plan, SP-87024; Preliminary Plan 4-88087 (PGCPB Resolution No. 88-254); and Detailed Site Plan SP-88069 (PGCPB Resolution No. 88-424), which provided for the development of less than 250,000 square feet of office or 530,000 square feet of light industrial space without additional transportation improvements. The remaining southernmost acres (Parcel 18) were previously zoned R-R. In 1993, the District Council approved a rezoning (Zoning Map Amendment A-9882-C, Zoning Ordinance No. 35-1994) of the I-3 and R-R properties (totaling 54.7 acres) to the M-X-T Zone.

The M-X-T Zone requires that a conceptual site plan (CSP) and a detailed site plan (DSP) be approved for all uses and improvements. The applicant submitted Conceptual Site Plan CSP-11006 for the proposed mixed-use retail and hotel development on this site, and the CSP was approved by the Prince George's County Planning Board on January 12, 2012 (PGCPB Resolution No. 12-04). Preliminary Plan of Subdivision 4-11028 was approved by the Prince George's County Planning Board on March 22, 2012 (PGCPB Resolution No. 12-26). Detailed Site Plan DSP-11025 was approved by the PGCPB on May 17, 2012 (PGCPB Resolution No. 12-40).

The site also has an approved Stormwater Management Concept Plan, 40537-2003. A revision to the approved stormwater management concept plan was required as a part of the approval of CSP-11006. The revised Stormwater Management Concept Plan, 40537-2003-03, was approved on March 30, 2012 and expires on May 4, 2013.

6. **Existing Conditions:** The subject property comprises two parcels (Parcel A and Parcel 18). Parcel A has been graded and some roads built to serve an office park (Salubria Office Park) which was envisioned to ultimately consist of three office/light industrial buildings and associated parking. Parcel A is bisected by a 110-foot right-of-way for a ramp from the Capital Beltway (I-95/495), effectively dividing the existing office building on Parcel 92 from the subject property, with the exception of two small appendages of land north of the ramp. The southern 22 acres (Parcel 18) are mostly wooded and contain the scant remains of the original Salubria and outbuildings, Historic Site 80-002, within a 2.7-acre environmental setting.
7. **Design Features:** The applicant proposes to construct a regionally-competitive outlet center to serve the Washington Metropolitan region with associated surface parking on the subject site. In a later phase of development, a hotel use is proposed to serve the outlet center.
8. **Departure from Design Standards from Section 27-558(a) of the Zoning Ordinance:** Section 27-558(a) of the Zoning Ordinance sets forth the following requirement:

The size of parking spaces shall be as follows:

TYPE OF SPACE	MINIMUM SIZE (IN FEET)
<b>Standard car spaces:</b>	
Parallel	22 by 8
Nonparallel	19 by 9 ½
<b>Compact car spaces:</b>	
Parallel	19 by 7
Nonparallel	16-½ by 8

The subject departure request has been submitted to allow a reduced standard, nonparallel parking space size of 9 feet in width by 18 feet in length to be used for all of the provided parking spaces. A departure of six inches in width and one foot in length has been requested.

Section 27-239.01(b)(7) of the Zoning Ordinance sets forth the required findings for a departure from design standards as follows:

- (A) **In order for the Planning Board to grant the departure, it shall make the following findings:**
- (i) **The purposes of this Subtitle will be equally well or better served by the applicant's proposal;**

The purposes of this Part are:

**Section 27-550(a). Purposes.**

- (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.**

**Applicant's Response:** The reduction in size to the universal-sized parking space will still provide off-street parking sufficient to serve the needs of the project. In

effect, the reduction of parking space size will allow the proper amount of parking to serve the project in the same amount of on-site area. Thus, the purposes of the Subtitle will have been met.

The Planning Board concurs with the applicant's assertion that the purposes of Subtitle 27 will be equally well or better served by the applicant's proposal. An adequate amount of off-street parking is provided to serve the proposal, and that parking is proposed in a more compact area.

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

**Applicant's Response:** The departure of six inches in width by one foot in length is relatively insignificant on a space by space basis. However, when multiplied by the total number of parking spaces serving the project, it provides the greatest benefit.

The Planning Board concurs that the departure of six inches in width and one-foot in length is the minimum necessary without adversely affecting the functionality of the standard nonparallel parking space.

**(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;**

**Applicant's Response:** Required setbacks and bufferyards along Oxon Hill Road and Indian Head Highway (MD 210), the dedication of land to the Oxon Hill Road right-of-way, as well as the avoidance of disturbing regulated environmental features reduces the developable area of the site. The departure is necessary in order to provide adequate and necessary off-street vehicular parking sufficient to serve the project in the reduced developable area.

The Planning Board concurs that the departure is necessary to alleviate circumstances specific to the site. The Planning Board concurs that the site has a number of constraints which are unique to the site including: the requirement for a landscaped buffer along Oxon Hill Road that exceeds the requirements of the 2010 *Prince George's County Landscape Manual*; and primary management area (PMA) located on the subject site. Approval of the departure allows the applicant to minimally reduce the amount of paving associated with each individual parking space, thereby allowing the applicant to meet the parking requirement on the subject site, while eliminating parking impacts to the PMA and widening the proposed landscape buffer along Oxon Hill Road.

**(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.**

**Applicant's Response:** The reduction of the size of the parking spaces will not negatively affect the visual quality of the site; the reduction of six inches by a foot will barely be noticeable. The functionality of the parking lot will be improved by the departure, while leaving environmentally-sensitive areas largely undisturbed. The reduced parking space size will still accommodate vehicles while allowing adequate parking spaces in the same amount of area, thus reducing the disturbed area and leaving environmentally-sensitive areas untouched. Additionally, allowing the reduced sized parking space, multiplied by the total number of spaces, greatly reduces the amount of impervious surface needed per space, benefiting the environment.

The Planning Board concurs that the departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood. The departure reduces the environmental impacts associated with the proposal by reducing the impervious area associated with each individual parking space. Furthermore, the functionality of each individual parking space will not be affected. The applicant has proposed a parking space size (18 feet in length by 9 feet in width) that is a typical size endorsed in *Dimensions of Parking* (Urban Land Institute), which supports a parking space width of nine feet for standard size spaces in a setting with moderate to higher turnover parking, as is anticipated for this project.

9. **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 adopts the following finding:
    - (1) The site has frontage on Oxon Hill Road, which is a master plan collector facility which has detailed plans for improvement under the County's Capital Improvement Program (CIP). The right-of-way and any improvements shown on this plan within the right-of-way should be confirmed by the DPW&T.

Harborview Avenue is an undesignated industrial/commercial roadway with an acceptable right-of-way that varies between 60 and 110 feet.

Access and circulation are very simple. The southern side of the site (which contains the bulk of the proposal) has a single access from each of the two adjacent streets, with a circulating driveway around several buildings that comprise the commercial center. The northern side of the site (which contains the hotel use) will be addressed via an existing driveway from Harborview Avenue and existing driveways adjacent to the site. This is acceptable.

The departure request is justified. The 9 foot by 18 foot parking space has been adopted by several other jurisdictions, and this extensive use is further evidence of the reasonableness of this request.

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 Bailey, with Commissioners Washington, Bailey, Squire, Shoaff and Hewlett voting in favor of the motion at its regular meeting held on Thursday, May 17, 2012, in Upper Marlboro, Maryland.


Adopted by the Prince George's County Planning Board this 31<sup>st</sup> day of May 2012.

Patricia Colihan Barney  
Executive Director

By   
Jessica Jones  
Planning Board Administrator

PCB:JJ:MF:arj

APPROVED AS TO LEGAL SUFFICIENCY.

  
M. NCPPC Legal Department  
Date 6/1/12