R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed Departure of Design Standards DDS-568, Lincolnshire, Phase II requesting the approval of tandem parking spaces to serve multifamily units 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 November 16, 2006, the Prince George's County Planning Board finds:

1.   **Request**—The subject application proposes to construct 156 multifamily dwellings as condominium units. The plan proposes approximately 156 of the parking spaces as tandem parking spaces, i.e., one surface space covered by the carport behind a garage space. This proposed configuration is not allowed under Section 27-552(e)(1), which restricts tandem parking to one-family dwellings. Companion to this case are Detailed Site Plan DSP-05001, Variance VD-05001, and Departure from Parking and Loading Spaces DPLS-320.

2.   **Development Data Summary**

	EXISTING	**PROPOSED**
Zone(s)	R-18	R-18
Use(s)	Vacant	multifamily dwellings
Acreage	13.17	13.17
Lots	1	1
Parcels	0	0
Dwelling Units:		
Attached	0	0
Detached	0	0
Multifamily	0	156

Other Development Data

Gross Site Area	13.17 acres
100-year floodplain	0 acres
Net Tract Area	13.17 acres
Dwelling Units permitted (12 du./ac.)	158 units
Dwelling Units proposed	156 units
Maximum Lot Coverage	40 percent
Proposed Lot Coverage	38.5 percent
Minimum Green area	60 percent
Green area proposed	61.5 percent

Parking Required (156 x 3.00)	468 spaces
*Parking Provided	336 spaces
Loading required (1 space per 100-300 DU)	1 space
Loading provided	1 space

*There is a shortage of parking proposed for the site. A Departure From The Number of Parking and Loading Standards (DPLS-320) has been reviewed and approved for the project.

3. **Location**—The subject application is located on the east side of Karen Boulevard extended, north of its intersection with Ronald Road within Planning Area 75A.

4. **Surroundings and Use**—To the north is an existing townhouse development in the R-T Zone, to the east is John Bayne Elementary School, to the south is an existing multifamily development, and to the west is the proposed Karen Boulevard and Lincolnshire Phase I, a 24-unit townhouse development recently approved as Detailed Site Plan DSP-04012.

5. **Design**—The proposed subdivision will have a single vehicular access point from the proposed extension of Karen Boulevard, which will be constructed as part of the project to the north, approved as DSP-04012. The plan proposes a two-part stormwater management pond, separated by a minor embankment created by the road entrance into the subdivision. The facility expands across the entire frontage of the property, with Karen Boulevard acting as the major embankment. The units across the stormwater management pond will front toward the pond and will be served by alleys in the rear of the dwellings. Steep slopes are proposed throughout the development, a result of the existing topography and the proposed unit type, which does not allow for the transitioning of grades from one building pad to another.

6. **Previous Approvals**—The property is the subject of Preliminary Plan 4-03084, which was adopted on January 29, 2004 as PGCPB Resolution No. 04-03. On October 27, 2005, the Planning Board granted a three-month extension. On April 20, 2006, the Planning Board approved a one-year extension to Preliminary Plan 4-03084. The subject preliminary plan is valid until April 29, 2007.

   The preliminary plan included two tracts of land. On the west side of Karen Boulevard is R-T-zoned land that is not the subject of this detailed site plan, but was approved by the District Council as DSP-04012. The remaining portion is on the east side of Karen Boulevard and is zoned R-18, which is the subject of this application.

7. **Departure from Design Standards DDS-568**—The plan proposes approximately 156 of the parking spaces as tandem parking spaces, i.e., one surface space covered by the carport behind a garage space. This proposed configuration is not allowed under Section 27-552(e)(1), which restricts tandem parking to one-family dwellings. The applicant provides the following justification for the departure:

   "Required parking is based on the ratio of two (2) spaces per dwelling unit for a total number of three hundred twelve (312) parking spaces. One (1) indoor, garage parking space has been provided for each dwelling unit. The second required space has been designed as a tandem space, i.e., one space behind each garage space. According to

Section 27-552 (e)(1) parking for one-family dwellings is the only type of unit which allows for parking spaces to be located one behind the other.

"The applicant proposes to provide the second required parking space for each of the approved dwelling units behind the garage spaces for each of the 156 multifamily units. Each of the tandem spaces will be full size standard spaces which are nine and one-half (9 1/2) feet wide and nineteen (19) feet in long.

"This application is unique in that each of the multifamily units consists of four individual dwelling units of two stories over two stories. Each of the four individual units has a one (1) car garage which is located on the ground floor and accessed from a common drive running perpendicular to the rear of the units. The second required parking space for each dwelling unit has been provided just outside the garage as a full sized (9 1/2' x 19') tandem space. Unlike most multifamily projects constructed in the County these tandem spaces will be assigned to the same resident who occupies the garage space.

"Section 27-588(b)(7) of the Zoning Ordinance, 'Required Findings,' establishes the findings that are required to be made by the Planning Board in order to grant the departures requested. This section will address each required finding in turn:"

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

"The use of tandem spaces will allow the applicant to provide all of the required on-site parking associated with the proposed 156 multifamily units. This arrangement will also have the added benefits of minimizing the amount of impervious surface area and retaining walls necessary to provide the required number of parking spaces on the site.

"The location of tandem parking spaces to the rears of the proposed units will create parking courts off of the primary vehicular access drives throughout the project. This arrangement will discourage the use of any of the surrounding public streets for parking.

"The location of the tandem spaces behind the multifamily units will also hide the parking courts from view from Karen Boulevard. This neo-traditional design will present a view across the heavily landscaped storm water management facility to the uninterrupted views of the front facades of the units. Unlike many multifamily dwellings which are surrounded by a sea of parking the proposed arrangement will protect and enhance the residential character of the site and the surrounding area.

"Providing the two required parking spaces for each unit immediately adjacent to the units will improve access for the residents and their guests. By contrast, in many older, more traditional multifamily projects the large common lots are located quite some distance away from the individual units. The increase proximity will also be more convenient and safer especially during periods of inclement weather and in the evenings.

"For all of the reasons stated, the purposes of the Zoning Ordinance will be equally well or better served by this application through the provision of well designed parking garages for the safety and convenience of those who use it."

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

"This request is not to reduce the number of parking spaces, but rather to locate the required parking spaces in an alternative arrangement. The proposed tandem arrangement of one (1) standard (9.5'x19') space and one (1) interior garage will allow for the provision of adequate on-site parking for residents and guests. This arrangement is the most efficient and functional design, given the unique physical constraints of shape and topography. The requested parking arrangement is the most practical solution. No additional departures are necessary or requested."

(ii)   **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 predominately developed prior to November 29, 1949;**

"The subject property is located in the "Developed Tier" of the County in the Capitol Heights area of the County. The new upscale multifamily units are precisely the type of infill development use that the County Executive and County Council have been encouraging to revitalize the inter-Beltway communities. Again, the departure requested will not reduce the number of on-site parking spaces provided, it will only allow for an alternative location of those spaces.

"The site itself is also oddly configured and is characterized by steep topography which requires the use of excessive grading and/or retaining walls to create level pads for the buildings and parking. Utilizing an alternative parking arrangement which will eliminate the need for additional access drives or a reduction in the number of spaces provided."

(iii)   **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;**

"This request is not a departure from the number of spaces required, but only a request for a departure from the location of the parking spaces and the means of accessing those spaces."

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

"The requested departure will enable the applicant to construct high quality multifamily units on the subject site along with adequate numbers of on-site parking spaces to accommodate the residents and their guests. Grant of the departure will greatly reduce the possible infringement of any of this project's residents or guests upon the existing parking for adjacent residential development.

"For the above stated reasons, the applicant respectfully requests that this departure to allow the use of tandem standard parking spaces for the proposed multifamily development be granted."

Staff comment: Staff agrees with the applicant's findings and analysis for the justification for tandem parking spaces in conjunction with the use of the property for multifamily. Staff recommends approval of this request of approval of the departure from design standards.

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 APPROVE 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 Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns, Eley and Parker voting in favor of the motion at its regular meeting held on Thursday, November 16, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of December 2006.

Trudye Morgan Johnson
Executive Director

By   Frances J. Guertin
Planning Board Administrator

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