

RESOLUTION

WHEREAS, the Prince George’s County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George’s County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on June 17, 2021, regarding Departure from Design Standards DDS-676 for Hampton Park, the Planning Board finds:

- Request:** The Departure from Design Standards (DDS), requests a reduction of the standard parking space size to 9 feet by 18 feet and parallel parking space size to 8 feet by 21 feet. In conjunction with this DDS, the Planning Board approved a Detailed Site Plan DSP-16052-03 (PGCPB Resolution No. 2021-74), for the development of 200 multifamily dwelling units in a four-story building on Parcel 10, that was approved by the Planning Board on the same day.

2. Development Data Summary

	PREVIOUSLY APPROVED	APPROVED
Zone(s)	M-X-T/M-I-O	M-X-T/M-I-O
Use	Integrated Shopping Center	Commercial/Retail, Office, Multifamily and Hotel
Total Gross Acreage	24.55	24.55
Floodplain	23.05	23.05
Right-of-way Dedication	0.00	0.00
Total Net Acreage	1.50	1.50
Parcels	10	10
Total Gross Floor Area (Sq. Ft.)	285,786	526,129
Commercial/Retail	95,976*	95,976*
Office	116,500	116,500
Multifamily Building	0	240,343
		200 Dwelling Units
123-Room Hotel	73,310	73,310

Note: *19,385 existing retail to remain.

Parking Requirements*

	PROVIDED
Total Parking Provided	1,292*
Proposed surface spaces	551
Existing surface spaces to remain on Parcels 6, 7, and 8	253
Parking Garage on Parcel 9	291
Parking Garage on Parcel 10	197
Standard (9 x 18 feet) - 90-degree parking spaces	1,116
Compact (8.5 x 18 feet)- 90-degree compact parking spaces	71
Parallel (8 x 21 feet) – parallel parking spaces	105
Handicap Van-accessible (29 required)	29
Loading (15 required)	10**

Notes: *The number of parking spaces required in the Mixed Use-Transportation Oriented (M-X-T) Zone is to be calculated by the applicant and submitted for Prince George’s County Planning Board approval at the time of DSP. As discussed in the DSP resolution, the Planning Board finds that the provided parking is sufficient for the proposed development.

**Five loading spaces are shared by commercial retail uses on Parcels 2 and 4.

3. **Location:** The overall Hampton Park Site is located in the southwest quadrant of the intersection of MD 214 (Central Avenue) and I-95/495 (Capital Beltway), in Planning Area 75A and Council District 6. The subject application is in the M-X-T Zone within the Military Installation Overlay (M-I-O) Zone. The specific area of this amendment is in the southeast corner of the property, adjacent to the on-ramp to the Capital Beltway.

4. **Surrounding Uses:** The property is directly adjacent to the ramp to the Capital Beltway and has frontage on Central Avenue. The site is bounded to the east by the right-of-way of the Capital Beltway; to the north by the right-of-way of Central Avenue; to the west by the remaining part of the existing shopping center in the Commercial Shopping Center (C-S-C) Zone; and to the south by an existing industrial park, known as Hampton Park, in the Light Industrial Zone. Parcel 10, which is the subject of this amendment, is bound by drive aisles on the north and west sides, with an office building located to the north, retail building to the west, Capital Beltway to the east, and an adjacent warehouse use to the south.

5. **Previous Approvals:** The property was part of an existing shopping center, which was built in or about 1970 in the C-S-C Zone. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) placed the subject property in one of the designated industrial centers known as Hampton Park/Steeplechase 95 and rezoned the property to the M-X-T Zone. The shopping center site was partially converted into a church and has a

previously approved DSP-04002, for a private school for 140 students and a day care center for 106 students. A revision to DSP-04002 was approved administratively in 2006 for an International House of Pancakes (IHOP) restaurant. The private school and day care center approved in DSP-04002 and DSP-04002-01 no longer exist on the site.

Conceptual Site Plan CSP-14003 (PGCPB Resolution No. 15-52) was approved on May 21, 2015 by the Planning Board as a mixed-use development, with four conditions. The application was proposed to be constructed in two phases. Phase I involves approximately 175,000 square feet of commercial/retail space, 253 residential multifamily dwelling units, 125,000 square feet of office space, and a 250-room hotel at the front of the development site. Phase II includes removal of approximately 40,000 square feet of the existing commercial/retail space and an addition of 347 multifamily dwelling units at the rear of the development site.

Preliminary Plan of Subdivision (PPS) 4-14020 (PGCPB Resolution No. 15-86) was approved by the Planning Board on July 30, 2015, for 10 parcels for retail, office, hotel, and residential mixed-used development of existing Kingdom Gateway Shopping Center, with 23 conditions and a variation from Section 24-121(a)(3) of the Prince George's County Subdivision Regulations, for direct access onto an arterial road.

DSP-16052 (PGCPB Resolution No. 17-79) was approved by the Planning Board on June 15, 2017, for the construction of a mixed-use development including 121,192 square feet of commercial/retail, 115,000 square feet of office, 254 multifamily dwelling units, and a 123-room hotel, subject to 2 conditions. The original DSP included DDS-637, for a reduction in the parking space size for a percentage of the parking spaces in the garage.

Multiple DSP amendments have been approved by the Planning Director for a variety of technical and administrative reasons. DSP-16052-01 was approved in 2018 to address engineering issues related to the impact of the 100-year floodplain on the property, revised the elevations for retail buildings, and removed the multifamily component from the application. DSP-16052-02 was approved in 2020 to allow the installation of a new vehicle rental facility in an existing building, with minor site improvements. DSP-16052-04 approved revisions to the existing daycare center, and DSP-16052-05 approved minor engineering modifications. The property also has a Stormwater Management (SWM) Concept Plan, 45614-2014-01, approved on January 17, 2021.

The subject application requests approval to restore the multifamily apartment building on the property and is proposing a reduction in the number of dwelling units from the 254 previously approved, to 200.

- 6. Design Features:** The subject site is approximately 24.55 acres and is the location of the existing shopping center known as Hampton Mall. The subject DSP amendment proposes to construct a four-story, multifamily building with 200 dwelling units on Parcel 10. The multifamily building is accessed by a series of drive aisles connecting to Central Avenue to the north and to the remaining part of the shopping center site to the west. These drive aisles form a modified grid pattern on the site that generally follows the parcel lines. The multifamily building is proposed on the southeast portion of the site, adjacent to the Capital Beltway and the retail and office uses on

the site. The multifamily building is served by a 197-space parking structure which is located at the rear of the building, and surrounding surface spaces, which includes two electric vehicle charging stations. The proposed multifamily building is an approximate W-shape that wraps around two exterior courtyards, and includes a pool, dog park, coffee bar, multimedia club room, and fitness center.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Departure from Design Standards DDS-676:** The subject DSP includes a request for a departure from Section 27-558(a) of the Zoning Ordinance, which governs the size of parking spaces. This DDS proposes a reduction in the required standard parking space size to 9-foot by 18-foot and parallel parking spaces to 8-foot by 21-foot on the entire site.

Section 27-239.01(b)(7) of the Zoning Ordinance contains the following required findings in order for the Planning Board to grant the departure:

- (i) **The purposes of this Subtitle will be equally well or better served by the applicant's proposal;**

The reduced parking space size will allow more space on the site for landscaping and open space and provide a more compact development, while still allowing for proper on-site circulation and parking. The use of universal size spaces simply allows the parking areas to operate far more efficiently. The vast majority of these parking spaces are perpendicular. The applicant has reduced the number of compact spaces from that proposed in the initial DSP. As a redevelopment site with fixed, but limited access points, converting the site from a suburban shopping center to a mixed-use site has presented design challenges which have been enhanced due to the need to accommodate the existing tenants and phase the development.

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

The applicant states that the property is unique in its location and existing configuration. Razing a substantial portion of the existing shopping center affords the ability to construct a County office building and introduce a residential use to the property. However, the ability to locate these uses is constrained by several factors, including a major Washington Suburban Sanitary Commission (WSSC) waterline, which extends along the eastern edge of the property and the floodplain, which covers the majority of the property. The departure will allow the applicant to provide adequate, functional parking while accommodating the site constraints.

The proposed parking space width of 9 feet is reflective of other standards in the region, such as Montgomery, Frederick, and Charles Counties, which are between 8.5 and 9 feet wide. In addition, the proposed departure meets the size requirements of the standards in

the recently adopted Zoning Ordinance, Prince George's County Council Bill CB-13-2018. A 9-foot width is based on design standards for a vehicle that is 6 feet, 7 inches wide, such as a large sport utility vehicle, and will be adequate for most motor vehicles.

- (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 subject property is an existing developed site with existing points of access on Central Avenue and from an existing private access easement along its western boundary. While not constructed prior to 1949, the points of access into the property cannot be modified and they largely define the development pods. The WSSC easement further restricts design flexibility. Redeveloping these pods in an efficient manner is challenging and the predominant use of universal spaces assists in being able to do so in a coordinated manner. In addition, it is noted that the reduced parking space size of 9 feet by 18 feet is more comparable to most other neighboring Maryland jurisdictions.

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

The applicant suggests that the requested departure will not impair the integrity of the site of the surrounding neighborhood. The primary request in this application is the ability to utilize universal size spaces for the parking area to allow for more flexibility in the design of the project on-site and in the parking garages, which will not impair the visual, functional, or environmental quality integrity of the site.

Based on the analysis above, the Planning Board approves the departure request, to reduce the dimensions of proposed standard parking spaces to 9 feet by 18 feet and parallel parking spaces to 8 feet by 21 feet, on the entire site.

- 8. Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments and major findings are summarized, and incorporated herein by reference as follows:
- a. **Transportation Planning**—The Planning Board adopted a memorandum dated May 20, 2021 (Saunders Hancock to Bishop), which noted that access and circulation are acceptable. The number and locations of points of access are consistent with those reviewed and approved with prior applications. From the standpoint of transportation, and in consideration of the findings contained herein, and for the companion DSP it is determined that this plan is acceptable.

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 Departure from Design Standards DDS-676 for the above described land.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following 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, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, June 17, 2021, in Upper Marlboro, Maryland.

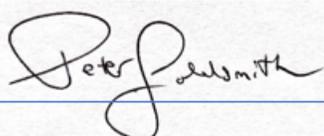
Adopted by the Prince George's County Planning Board this 8th day of July 2021.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

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APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: June 29, 2021