

RESOLUTION

WHEREAS, the Prince George’s County Planning Board has reviewed Departure from Design Standards Application No. DDS-636 requesting a reduction in the parking space size to 8.5 feet by 9 feet within the parking garage 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 February 16, 2017, the Prince George’s County Planning Board finds:

1. **Request:** This departure application is filed in conjunction with a development proposal (on Parcels 1 and 2) to construct an eight-story commercial office building and a seven-story parking garage as Phase 1A of a multiphase mixed-use development. The applicant is requesting a departure from design standards (DDS) from Section 27-558(a) of the Zoning Ordinance to allow a reduced standard, nonparallel, parking space size of 8.5 by 19 feet to be used for parking spaces within the parking garage.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone(s)	M-X-T/T-D-O	M-X-T/ T-D-O
Use(s)	Parking	Office and retail
Acreage:	-	15.5
Floodplain	-	3.62
Net acreage	-	11.88
Parcel 1–office and retail		1.45
Parcel 2–parking garage		2.21
Parcel 3–grading only		2.35
Parcel 4–access drive and existing WMATA bus loop		5.86
Parcel 5–grading only		0.86

**PARKING AND LOADING DEVELOPMENT DATA**

<b>Parking Spaces</b>	<b>Required</b>	<b>Provided</b>
Parcel 1 – 200,000 sq.ft. office and 2,000 sq.ft. retail	No minimum parking required	592 spaces in garage
Parcel 2 – Parking garage	No minimum parking required	811 spaces*
Parcel 3 – Vacant (future multifamily)	No minimum parking required	65 spaces
Parcel 4 – WMATA facilities	No minimum parking required	TBD spaces
Parcel 5 – Vacant (future commercial)	No minimum parking required	0 spaces
<b>Total</b>	No minimum parking required	<b>811 spaces*</b>

<b>Summary of Parking</b>	<b>Required</b>	<b>Provided</b>
Standard Spaces	--	811 spaces
Compact Spaces	--	0 spaces
ADA Spaces (Total)	18 total spaces	11 spaces
ADA Spaces (Van-Accessible)	5 spaces	5 spaces

**Notes:** \* The 811-space parking garage will serve Parcel 1, future multifamily on Parcel 3, and Parcel 4 (WMATA) uses. The 811 spaces include the replacement parking of 150 spaces for WMATA.

3. **Location:** The property is located on the north side of Garden City Drive, in the northwest quadrant of its intersection with John Hanson Highway (US 50). The subject property is also located in the Metro Core Neighborhood of the New Carrollton TDDP. The property is abutting the east side of the New Carrollton Metro Station and includes property owned by the Washington Metropolitan Area Transit Authority (WMATA) in Planning Area 72 and Council District 3.
4. **Surrounding Uses:** Development surrounding this site is also within the T-D-O Zone and include the New Carrollton metro parking garages to the northeast, the metro rail line to the northwest, and beyond single-family detached dwellings; John Hanson Highway (US 50) to the south; and Garden City Drive to the east.
5. **Previous approvals:** The 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (New Carrollton TDDP/TDOZMA), retained the property in the M-X-T Zone and D-O-O Zones. On January 12, 2017, the Planning Board approved Preliminary Plan of Subdivision (PPS) 4-16023, pursuant to PGCPB Resolution No. 17-11, which included 25 conditions of approval. The site also has an approved Stormwater Management Plan 38437-2016-00 approved on December 12, 2016, which is valid through December 12, 2019.

6. **Design Features:** The subject application proposes the first phase development of the New Carrollton Town Center, a mixed-use development proposed on Parcels 1 and 2, to construct an eight-story commercial office building with first floor retail and a seven-story parking garage. The development proposal is a public/private partnership and includes the reconstruction of the existing bus loop and metro parking areas on Parcel 4. The shared multi-level parking garage will serve the proposed office building users and tenants; a future multifamily residential building to be built in Phase 1B; and 150 spaces of replacement parking adjacent metro station WMATA. The applicant is requesting a DDS from Section 27-558(a) of the Zoning Ordinance to allow a reduced nonparallel parking space size of 8.5 by 19 feet to be used for the parking spaces within the parking garage, except the handicap spaces.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The applicant has submitted Departure from Design Standards DDS-636 to allow reduction of the standard, nonparallel parking space size from 9.5 feet by 19 feet to 8.5 feet by 19 feet pursuant to Section 27-239.01 of the Zoning Ordinance; a departure of 12 inches in width. No reduction in the length of the parking space has been requested. 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>	Size of space
Parallel	22' by 8'
Nonparallel	19' by 9.5'
<b>Compact car spaces:</b>	
Parallel	19' by 7'
Nonparallel	16½' by 8'

Section 27-239.01(b)(7) of the Zoning Ordinance prescribes the required findings for approval of a DDS 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 the M-X-T Zone are fulfilled by the applicant's proposal, as outlined in Finding 7. The purposes of Part 11, Off-Street Parking and Loading, 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.**

The applicant provided the following justification:

“Pursuant to Section 558(a) the standard required dimension of parking spaces is 19’ x 9.5’. In order to accommodate a generally accepted space size within parking garages and to eliminate the use of compact spaces, the Applicant proposes a “universal” parking space dimension of 19’ x 8.5’ for the garage parking spaces. By “universal”, the Applicant means spaces that will accommodate all cars (both compact and non-compact cars). The Applicant believes this approach is practical for two reasons: (i) the average size of automobiles in general has decreased since 1980, making the current parking space size requirements obsolete; and (ii) the continued popularity of larger sports utility vehicles as a subclass of automobiles has made the use of “compact” spaces inefficient.

“The requested departure to allow for a “universal” sized parking space will result in a more efficient parking environment for the proposed development. The blended space eliminates the need for using compact spaces which often become the source of confusion or abuse by drivers of vehicles not eligible for compact spaces. The departure will promote a better environment for the parking areas within the project and will not create an adverse effect on the health, safety or welfare of surrounding properties or residents.”

The purposes of Subtitle 27 will be equally well or better served by the applicant’s proposal. Specifically, the reduced parking space size allows for a more compact and efficient structured parking design, while providing off-street parking sufficient to serve the needs of the project. The reduced standard, nonparallel parking spaces will meet the needs of the site’s users without overcrowding the

land, or negatively impacting open space, adjacent land uses, or environmentally-sensitive areas.

At the Planning Board hearing, the applicant's parking garage consultant, Mr. James Pudleiner, Walker Parking Consultants, provided additional testimony relating to the design of parking space sizes within the parking garage. He explained that the most common parking stall in the country is an 8.5-foot-wide stall. In the subject application, the parking space size is appropriate for the user groups for basically two reasons: 1) the office users and the residential users become accustomed to the small space size because they come and go every day 2) in regard to WMATA, the parking space size is consistent with the existing parking garage at New Carrollton, built approximately 10 years ago, in that the parking space size is 8.5 feet in width and there are no compact parking spaces.

In urban areas where the garages are built with short-span construction, the result is columns all throughout the garage interior, then compact size spaces are used as a result of the limitations in design. The columns are dictated by some sort of roof design, either residential or office space. Due to the columns, some areas can only fit small stall sizes, so compact spaces size is very appropriate. However, when there are large amounts of compact spaces designed into a long-span construction where there are long strings of parking, it may result in two, three, or more compact stalls in rows. It only takes one large vehicle to come in there and take excessive spaces. For example, a commuter may be running late for the train and pull in, there's no other space, and two parking spaces are filled with one vehicle, and it results in a lower effective supply. In long-span construction, we don't promote long strings of compact parking because it reduces the effective supply when people park inappropriately.

Finally, Mr. Pudleiner testified that WMATA has built over 10 garages at this point, and they strictly enforce the 8.5-foot width for parking spaces, as they understand that building more parking space at a compact size does not make any sense when serving commuters. The applicant stands behind the reduced size space and using the same size throughout the garage for all three use groups, as proposed in this applicaiton.

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

The applicant states that this is the minimum necessary to provide all parking onsite. The departure of twelve inches in width is the minimum necessary without adversely affecting the functionality of the proposed nonparallel parking space. The size of the space, 8.5 feet in width by 19 feet, is larger than the minimum size allowed for compact spaces. Most automobiles average 16 to 17 feet in length, and mid-size and large sport utility vehicles average the same length. The driveway aisles within the parking garage are 22 feet in

width, which is sufficient for access. The departure is necessary for efficiency of the design of a parking structure and to ensure that the required parking spaces can be provided entirely within the parking structure.

- (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;**

The applicant provided the following justification:

“The emphasis on structured parking is consistent with the planning dictates of transit oriented development. By encouraging the use of structured parking it is necessary to size the spaces consistent with the construction constraints of structured parking. Parking surface area is at a premium in parking garage due to the extreme cost of structured parking so a universal space size allows for more efficient use of the parking structure. Additionally by eliminating compact spaces there will be no temptation for larger vehicles to squeeze in to the first available space even if it is too small to accommodate their vehicle.”

The Planning Board agrees that the departure is necessary to alleviate circumstances specific to the site, particularly in regard to the site proximity to the New Carrollton Metro Station.

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

The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood. Specifically, the functionality of each individual parking space will not be affected. The applicant has proposed a reduced parking space size in a setting with moderate to higher turnover parking, as is anticipated for this project. The departure will allow for a more efficient yet fully functional parking design that will serve the needs of the project and beyond.

In conclusion, the Planning Board supports Departure from Design Standards DDS-636 for a departure of 12 inches in width to allow a standard, nonparallel parking space size of 8.5 feet in width by 19 feet in length to be used in the parking garage.

8. **Transportation Planning**—The proposed DSP will meet the circulation requirements of the New Carrollton *Transit District Development Plan* (TDDP) Development Standards, and Guidelines. The subject site is in the Metro Core Neighborhood of the New Carrollton Transit District Overlay Zone (TDOZ) established by the TDDP, and is on the north side of Garden City Drive, south of its intersection with Corporate Drive. At present, the property is used as a surface parking lot that serves the New Carrollton Metro Station. Due to its unique location and as shown by the submitted

plan, the access to the site will be limited to only one vehicular access driveway to and from Garden City Drive.

Consistent with the TDDP recommendations and requirements or as proposed to be amended, the submitted site plan satisfactorily shows details regarding access, circulation patterns, on-street parking, streetscape, and required pedestrian and bicycle facilities.

The proposed total off-street structured parking supply (about 881 spaces) is more than the maximum allowed off-street parking, using the TDDP's recommended maximum off-street parking ratios for allowed land uses (TDDP- Table 9, page 163). The TDDPs parking standards does not specify provision of any minimum off-street parking requirements. An applicant may propose all its parking needs will be satisfied by existing or other planned parking within the district.

The proposed parking garage will be a shared parking facility serving the office building and accessory retail uses proposed by this DSP application, the planned multifamily building in subsequent phase, as well as the required metro replacement parking.

TDDP's Parking Standard 1, states that: "the maximum parking requirements stated in Table 9 are waived for shared parking areas in structures (there is no maximum number of parking spaces for shared parking)."

Since the proposed parking structure is and will continue to function as a shared parking facility, the proposed number of parking spaces shown by this plan is not subject to the TDDP's maximum parking space requirement (TDDP- Table 9).

The applicant has prepared and submitted a DDS statement request and seeks granting provision of standard, nonparallel parking car spaces to be 19 feet long by 8.5 feet wide, in lieu of the required parking space size of 19 feet long by 9.5 feet wide. Granting this departure will have no negative impact to the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood, and the existing or planned transportation network or circulation.

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 Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, February 16, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 23rd day of February 2017.

Patricia Colihan Barney  
Executive Director

By Jessica Jones  
Planning Board Administrator

PCB:JJ:SHL:rpg