

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-460, Capital Court, requesting a departure from parking and loading standards to reduce the required number of parking spaces by 32 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 April 11, 2019, the Prince George’s County Planning Board finds:

1. **Request:** A Departure from Parking and Loading Standards DPLS-460 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 DSP-17049 (PGCPB No. 19-45) and Departure from Design Standards DDS-650 (PGCPB No. 19-46) that were approved on the same date by the Planning Board.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone	C-O	C-O
Use	Vacant	Multifamily Residential (260 Dwelling Units)
Total Acreage	7.72	7.72
Total Gross Floor Area (GFA) (sq. ft.)	0	311,076
Total Multifamily Dwelling Units	0	260

OTHER DEVELOPMENT DATA

Parking Requirements:

Parking Required (1.33 spaces for studio and one-bedroom units plus 0.33 spaces for each bedroom in excess of one per unit)

1.33 x 111 studio and one-bedroom units	148
1.66 x 139 two-bedroom units	231
1.99 x 10 three-bedroom units	20
Total Parking Required:	399

Parking Spaces Provided:

Handicap-Accessible Spaces	8
Garage Spaces	60
Standard Spaces	173
Electric Vehicle Spaces	6
Compact Spaces	120
Total Parking Spaces Provided	367

3. **Location:** The overall Capital Court site is located in the southeastern quadrant of the intersection of MD 214 (Central Avenue) and I-95/495 (Capital Beltway), on the south side of MD 214. The site is in Council District 6 and Planning Area 73, and known as Parcel 1 of the Capital Court subdivision, as recorded in Prince George’s County Land Records in Plat Book SJH 248, page 82.
4. **Surrounding Uses:** The property is bounded to the west by the townhouse development within Capital Court, in the Commercial Office (C-O) Zone; to the north by the public right-of-way of MD 214, with vacant and commercially developed land in the Mixed Use-Infill (M-U-I) and Development District Overlay (D-D-O) Zones beyond; to the east by the public right-of-way of Harry S. Truman Drive, with vacant land in the Planned Industrial/Employment Park (I-3) Zone beyond; and to the south by the public rights-of-way of Capital Lane and Capital Court, with the Largo-Kettering Public Library in the C-O Zone beyond.
5. **Previous Approvals:** This property was part of a larger parcel, which was the subject of Preliminary Plan of Subdivision (PPS) 4-86201, approved by the Prince George’s County Planning Board on January 29, 1987. A Detailed Site Plan, DSP-04046, for the subject property was approved by the Prince George’s County District Council on May 9, 2005, for a church with 4,150 seats. Construction of the church and parking lot, consisting of 1,038 parking spaces, had proceeded in approximately 2006, but was never completed. The 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* (Morgan Boulevard and Largo Town Center Sector Plan and SMA) retained the subject property in the C-O Zone.

Subsequently, a portion of the above referenced property (36.42 acres) became the subject of PPS 4-16031, which was approved by the Planning Board on June 15, 2017 (PGCPB Resolution No. 17-82). A DSP for infrastructure, DSP-16041, to replace the church development with 307 single-family attached units (townhouses) and a multifamily development, was approved by the Planning Board on June 22, 2017 (PGCPB Resolution No. 17-86).

The overall Capital Court subdivision is also the subject of an approved Stormwater Management (SWM) Concept Plan, 60156-2016-01, which was approved on March 6, 2017, and is valid through March 6, 2020. The current proposal requires revisions to the SWM concept plan.

6. **Design Features:** The applicant proposes to develop this phase of the Capital Court project, consisting of 7.72 acres, with three multifamily buildings, for a total of 260 dwelling units, four 20-bay garage structures, indoor and outdoor recreation amenities, and associated infrastructure. The dwelling units are proposed as follows:

- 44 studio units
- 67 one-bedroom units
- 139 two-bedroom units
- 10 three-bedroom units

COMPLIANCE WITH EVALUATION CRITERIA

7. **Departure from Parking and Loading Standards DPLS-460:** The applicant has requested a departure of 32 parking spaces from the required 399 for the proposed multifamily community. Pursuant to Section 27-588(b)(7), 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 Largo Town Center Metro Station, the Prince George's Community College, the future University of Maryland Hospital Center, and Largo Town Center are all located within one mile of the site, and all destinations have full sidewalk access with crosswalks and signalized intersections. Further, the Washington Metropolitan Area Transit Authority has a bus stop on Harry S. Truman Drive, in front of this property. A portion of the future residents will likely choose transportation modes other than automobile, thereby, serving the purpose of relieving traffic congestion on streets.

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

The applicant indicates that an analysis of parking requirements in the Washington metropolitan region indicates that parking rates for multifamily projects, within one-half mile of a Metrorail station, are lower than other multifamily buildings. Although this site is approximately three-quarters of a mile from the Largo Town Center Metro Station, a bus stop located on Harry S. Truman Drive, in front of this community, provides regular direct access to the Metro station and other local destinations. In addition, the Institute of Transportation Engineers Parking Generation Manual, 5th Edition, indicates that parking demand for multifamily buildings is 1.31 spaces per unit for weekday

peak and 1.22 spaces per unit for weekend peaks. The proposed departure would allow for 1.41 parking spaces per unit.

- (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 site contains unique constraints that limit the buildable area and necessitate more efficient use of the space. These constraints include a slope created for the Harry S. Truman Drive overpass at MD 214 and structurally unstable fill. In addition, utility easements along Harry S. Truman Drive require the proposed retaining wall to extend further into the site, reducing the developable area.

- (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**

The calculating methods in Section 27-568(a) of the Zoning Ordinance indicate a requirement of 399 parking spaces. The remaining criteria provided in Division 2, Subdivision 3, refer to multiple uses, joint use parking, off-site parking lots, and M-X-T zoning. None of these circumstances apply to this site. Division 3, Subdivision 3, refers to loading spaces, which are not a requirement with this development.

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

The adjacent Capital Court townhouse community was approved for 672 spaces, which is 47 parking spaces more than the 624 spaces required by Section 27-568(a) of the Zoning Ordinance. The community will consist of private roads controlled by a homeowners association, not affiliated with this property. Capital Lane and the portion of Capital Court, south of this property, are both local public roads that currently provide approximately 35 on-street parking spaces. Therefore, no infringement should occur.

- (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;**

Although there is not an anticipated need for additional parking, on-street parking spaces are available within 500 feet of the subject property, on Capital Lane and Capital Court to the south of this property and can currently provide approximately 35 on-street parking spaces.

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

The *Plan Prince George's 2035 Approved General Plan* (Plan 2035) designates the property in the Established Community Growth Policy Area and makes no specific recommendations concerning parking spaces in this area. The vision for Established Communities is a context-sensitive infill and low- to medium-density development. This application is consistent with the Established Communities Growth Policy in Plan 2035.

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

The subject project does not lie within a municipality.

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

There are no public parking facilities proposed in the vicinity of this property; however, on-street parking is available nearby.

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

(i) Public transportation available in the area;

Public transportation is available nearby. The site is approximately three-quarters of a mile from the Largo Town Center Metro Station. Further, a Metrobus stop is located on Harry S. Truman Drive, at the entrance to this community, for routes C21, C22, C26, and C29.

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

The applicant is proposing to reduce the parking space size to 9 feet by 18 feet, which will provide an increase in the number of on-site parking spaces and reduces the requested departure amount to 28 spaces.

- (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;**

Nearby uses include a townhouse community to the west of this site, and a public library and an elementary school to the south. On-street parking on nearby public roads is currently available to relieve any potential short-term needs for this site. Furthermore, the nearby library and elementary school are easily accessible and would likely be used by pedestrians from this site.

- (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 C-O Zone. Therefore, this consideration is not applicable.

Based on the analysis above, the Planning Board approved the Departure from Parking and Loading Standards, DPLS-460, to allow 367 parking spaces.

8. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions, and their comments are incorporated herein by reference. The major referral comments are summarized, as follows:

- a. **Transportation Planning**—The Planning Board incorporated herein by reference a memorandum dated March 13, 2019 (Burton to Burke), which provided the following summarized comments:

The applicant has submitted two departure requests pertaining to on-site parking, DDS-650 and DPLS-460. While these departures are separate requests, the amount of parking proposed for the subject site is contingent upon approval of both departure requests.

Overall, from the standpoint of transportation, it is determined that this plan meets the findings required for a DDS regarding the size of the parking space, and the findings required for a DPLS to provide fewer parking spaces.

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, Geraldo, and Hewlett voting in favor of the motion, and with Commissioner Doerner absent at its regular meeting held on Thursday, April 11, 2019, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 2nd day of May 2019.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:TB:gh