

JUSTIFICATION FOR PARKING MODIFICATION

1. Generally

- i. The number of parking spaces required in the Central US 1 Corridor sector plan area is specified in this section for residential, lodging, office, and retail (including eating or drinking establishments) uses. Any deviation from this standard shall require a modification of the development district standards. The number of parking spaces required for uses not listed here shall be reduced fifty percent from the number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. Any deviation from this standard shall require a modification of the development district standards.

Within the Zoning Ordinance, a cultural center is shown to require 2.5 parking spaces for every 1,000 square feet of gross floor area. Given that the building is proposed to include 38,728 square feet, 50% of the normal parking requirement would be 49 spaces. No parking spaces can be accommodated on-site, and a modification to this development standard is, therefore, requested. Justification for this modification is as follows: Hillel has been located upon its current property for at least the past 30 years, and during that time, virtually all of the students and faculty coming to Hillel have walked to its building. Since the Subject Property is actually closer to most of the student housing both on and off campus, and is located only a few blocks from the commercial center of College Park, the new location will be even easier to access than the current location. For these reasons, Hillel fully expects virtually all students and faculty to access the Subject Property either on foot or by bicycle. Furthermore, at its current location, overflow parking for certain heavily-attended events can be accommodated by the University's Mowatt Lane public garage, located about two blocks away. From the Subject Property, the Knox Road public garage (operated by the City of College Park) is also located about two blocks from the Subject Property, and is similarly available for additional parking, if necessary.

It should also be noted that Hillel currently has a staff of 18, only about two-thirds of whom generally drive to work, and the organization has been able to accommodate its parking needs on-site for all of the many years it has been at its current location. Hillel does not expect that the Staff size will increase significantly at the proposed new building upon the Subject Property.

The University has agreed to cooperate with Hillel to allow the proposed use of ten (10) parallel parking spaces (each with a dimension of 8'x20'), along the southern portion of its private roadway, located just north of the northern boundary of the Subject Property, east of the northern terminus of Yale Avenue – thus very close to the Subject Property.

Since Hillel has been able to operate with ten off-street parking spaces, and no nearby on-street spaces, for all of the many years it has been at its current location, it fully believes that the ten parallel spaces described above will be sufficient for its needs at the new location.

2. Parking Space Generation

The use upon the Subject Property will be a “Cultural Center” (as it is currently permitted), which, under Section 27-568(a) of the Zoning Ordinance, requires 2.5 parking spaces for every 1,000 square feet of gross floor area. Since the Subject Property is proposed to include 38,728 square feet of GFA, and the Sector Plan allows a reduction of 50% in the number of spaces otherwise required by the Ordinance, a total of 49 off-street parking spaces are required.

A modification to this standard is requested – see above.

3. Bicycles

- i. A minimum of one bicycle parking space shall be providing within the public or private frontage for every three vehicular spaces.

Ten (10) bicycle racks are proposed to accommodate twenty (20) bicycles (17 are required). It should also be noted that there are two (2) bike-share locations within a short distance from the project site.

- ii. Bicycle racks shall be placed in highly visible locations along the street or within parking garages as appropriate.

Applicable and project complies.

