



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

PGCPB No. 2022-99

File No. DPLS-22002

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed Departure of Parking and Loading Spaces Application No. DPLS-22022, The Cassidy, requesting a departure from Section 27-568(a) of the Zoning Ordinance, for a reduction of 168 parking spaces to allow 263 spaces, in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the subject property is within the Residential, Multifamily-20 (RMF-20) Zone; and

WHEREAS, pursuant to Section 27-1903(c) of the Zoning Ordinance, certain development applications may be reviewed and decided in accordance with the prior Zoning Ordinance; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on September 15, 2022, the Prince George's County Planning Board finds:

1. **Departure from Parking and Loading Spaces DPLS-22002:** The applicant is proposing a departure from Section 27-568(a) of the Zoning Ordinance, for a reduction of 168 parking spaces to allow 263 spaces parking analysis was conducted that supports that the proposed 263 spaces would provide adequate parking. The required findings for the Planning Board to grant the departure in Section 27-588(b)(7) of the Zoning Ordinance, are as follows:

(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 applicant cites guidance from the Institute of Traffic Engineers (ITE) Parking Generation Manual, 5th Edition in determining parking demand for the site. In evaluating parking requirements for multifamily projects, the ITE uses both the number of dwelling units and the number of bedrooms to determine parking adequacy. In evaluating the number of total units, the peak period demand for parking from Monday to Friday would result in 226 parking spaces and 214 on Saturdays. The applicant also evaluated the number of bedrooms, which resulted in 256 parking spaces from Monday to Friday and 259 on Saturdays. In providing sufficient off-street parking, there will be no need for any

residents or visitors to use the public street to meet the parking demands. In addition to providing adequate parking, the property is within 1.1 miles of the Addison Road Metro Station and there are two bus stops within easy walking distance. The property is well served by public transit, which further reduces the need for parking. Thus, the purposes are satisfied by substantial evidence demonstrating that the number of spaces provided is sufficient to serve the parking needs of all buildings and uses proposed, therefore relieving congestion on the public streets abutting the property. The Planning Board finds that the applicant's request will serve the purposes of Section 27-550(e).

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

The applicant is seeking a reduction of 168 parking spaces to provide a total of 263 spaces. The applicant has conducted a parking analysis that demonstrated that the peak parking demand is 226 parking spaces Monday to Friday and 214 spaces on Saturdays. The parking analysis determined that the peak parking demand will be supported with the applicant's proposal of 263 parking spaces. The analysis provided that the parking needs of the proposed project range from a minimum of 226 spaces to a maximum of 259 parking spaces. The development proposes 263 spaces, which exceed the maximum demand according to the analysis. The Planning Board has reviewed the analysis and the recommendation of the Transportation Planning staff and is in support of the departure. The parking provided is the amount necessary to serve the needs of the proposed uses and the departure requested is the minimum necessary given the specific circumstances of the request.

(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 property contains environmental features that include extreme topography, which limits the ability to provide a larger number of parking spaces. In addition, stormwater retention occupies a substantial area of the site. As such, the specific circumstances of the subject site prevent additional parking from being provided, and a departure from the required parking is needed. It is the intention of the applicant to provide adequate parking for the site. This request is not premised on the need to alleviate circumstances which are prevalent in older areas of the County. The proposed project is new development and adequate parking will be provided based on the parking analysis.

(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

Based on the parking analysis, a reduction in spaces to serve the development is supported, and the ITE Parking Generation Manual has been used to factor in the number of dwelling units and the number of bedrooms to determine the parking demand. The parking and access to that parking is very proximate. The proposed reduction in spaces to serve the development is supported, and all methods of calculating the number of spaces have been used on the subject site.

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

The site is surrounded by a mix of multifamily and single-family detached residential buildings. Each of the surrounding multifamily and townhouse developments provides off-street parking to serve the use. The parking analysis indicates that the site will meet the demand with on-site parking and will not infringe on adjacent properties. There will be no adjacent residential areas or other developments nearby that will be impacted by the proposed reduction in parking associated with this application, since the proposed amount of parking has been determined to be adequate parking for the use.

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 Parking and Loading Spaces DPLS-22002, for a reduction of 168 parking spaces to allow 263 spaces for 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 Geraldo, with Commissioners Washington, Geraldo, Doerner, and Shapiro voting in favor of the motion, and with Commissioner Bailey absent at its regular meeting held on Thursday, September 15, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 6th day of October 2022.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:TB:jah



Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel

Dated 9/27/22