

Prince George's County Departure from Parking and Loading Standards

Applicant: William T. Slenker

Location: South side of Contee Road, approximately 1400 feet Southeast of the intersection at Van Dusen Road

Request: Departure for 38 of 78 required parking spaces

### R E S O L U T I O N

WHEREAS, the applicant is requesting Departure for 38 of 78 required parking spaces; and

WHEREAS, the advertisement of the public hearing was posted on the property in accordance with the adopted Rules of Procedure of the Prince George's County Planning Board; and

WHEREAS, the Technical Staff Report released November 29, 2000, recommends APPROVAL; and

WHEREAS, after consideration of the Technical Staff Report and testimony at its regular meeting on December 7, 2000, the Prince George's County Planning Board agreed with the staff recommendation; and

WHEREAS, the Prince George's County Planning Board decision is based on the findings and conclusions found in the Technical Staff Report and the following DETERMINATIONS:

(A) **Section 27-588(b)(8) of the Zoning Ordinance provides that in order for the Planning Board to grant the departure, it shall make the following findings:**

1. **The purposes of Section 27-550 will be served by the applicant=s request.**

(A) **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.**

(B) **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.**

(C) **To protect the residential character of the residential areas.**

**(D) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

Finding: The purposes of Section 27-550 will be served by the applicant's request to waive 38 of the 78 required parking spaces for their proposed community center. While the site could probably physically accommodate the additional parking spaces, it is unlikely that they would be used even if they were provided. Although the uses within the community center are for the enjoyment of the residents and their guests, the parking must be computed as if they were open to the public at large. It is reasonable to expect that a substantial number of trips to the center will be by pedestrians rather than by car. It is not difficult to assess the positive impact of additional green space versus the lack of practical need for additional parking spaces. The additional green space enhances the attractiveness of the development, and it benefits the natural environment by eliminating unnecessary impervious ground coverage.

**2. The departure is the minimum necessary, given the specific circumstances of the request.**

Finding: The departure is the minimum necessary given the specific circumstances of the request and to alleviate circumstances special to the subject property, i.e., the uses being for the residents and their guests only, but counted as if they were for the public at large.

**3. 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.**

Finding: This planned retirement community, like many others approved by the County, must balance the need for parking against the provision of green space. In addition, the nature of the uses as a private community center is this area where public community recreation facilities are provided by the County and the City of Laurel further reduces the need for parking facilities. In previous departure requests for such uses, the County has consistently agreed that the departures are necessary and warranted.

**4. All methods for calculating the number of spaces required have either been used or found to be impractical.**

Finding: All methods for calculating the number of spaces required have been used and there is no method to further reduce the normal parking requirement.

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

Finding: There are no residential areas to be infringed upon. The scattered single-family residences nearby will not be affected. This community is to be self-contained, with no direct connections to adjacent properties. Also, it is highly unlikely that the parking demand generated by this site would ever overflow to adjacent properties.

**(B) In making its findings, the Planning Board shall give consideration to the following:**

**1. 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 500 feet of the subject property.**

Finding: The adjoining uses have their own parking facilities and there is no direct connection between them and the subject property. There is no on-street parking proposed, nor is parking permitted along the adjacent roads.

**2. The recommendations of an area master plan, or County or local revitalization plan, regarding the subject property and its general vicinity.**

Finding: The subject property is located within Employment area 5 as designated by the Subregion I Master Plan. It is also recommended for industrial park use.

**3. The recommendations of a municipality (within which the property lies) regarding the departure.**

Finding: The site is not within a municipality.

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

Finding: No public parking facilities are proposed in the County's Capital Improvement Program within the subject vicinity.

(C) **In making its findings, the Planning Board may give consideration to the following:**

**1. Public transportation available in the area.**

Finding: As discussed previously, public transportation is available in the area..

**2. Any alternative design solutions to off-street facilities which might yield additional spaces.**

Finding: Short of paving over green area, there is no alternative design solution which would yield additional parking spaces.

**3. 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 500 feet of the subject property.**

Finding: The site has no 24-hour uses. Uses on the site are residential in nature. There will be no direct connection between the site and adjacent properties

NOW, THEREFORE, BE IT RESOLVED, that Departure from Parking and Loading Standards is hereby APPROVED.

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 Lowe, seconded by Commissioner Brown, with Commissioners Lowe, Brown, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, December 7, 2000, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 4th day of January 2001.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:TL:rmk