



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Prince George's County Planning Board

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July 22, 2021

The Honorable Calvin S. Hawkins, II  
Chairman  
Prince George's County Council  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

Dear Chairman Hawkins:

Re: CB-53-2021 and CB-54-2021

Thank you for providing the Planning Board an opportunity to review and comment on proposed District Council legislation. During the July 22, 2021 Planning Board meeting, the following positions were adopted in accordance with the planning staff's recommendations on the proposed legislation. **A Planning Board Analysis of each bill is attached for your consideration and a brief excerpt from each report is provided below:**

***CB-53-2021** A bill to provide maximum parking regulations for the development of property in the Mixed Use-Transportation Oriented (M-X-T) Zone.*

**Planning Board Recommendation: Support with amendments.**  
(See Attachment 1 for full analysis)

**The Planning Board understands the need to revise parking space regulations in the M-X-T Zone. It is understood that large surface parking lots with numerous parking spaces have increased impermeable surfaces, created an urban heat island effect, decreased walkability, and reduced access to multimodal transportation. Therefore, changes to the current maximum parking space regulations in the M-X-T Zone make sense.**

**First, it should be noted, this bill as drafted will only impact M-X-T zoned properties located outside of Development District Overlay Zones (DDOZs) and Transit District Development Overlay Zones (TDOZs). Zoning text amendments do not impact design standards within the adopted DDOZs and TDOZs. It should be noted that most DDOZs and TDOZs set maximum parking space regulations separately depending on the overlay zone.**

**Second, applying the 115 percent maximum parking space requirement to residential developments where townhouses and multifamily dwelling units are developed could result in insufficient parking. There are already resident and visitor parking space complaints regarding insufficient parking. The proposed language could exacerbate current problems.**

**The Planning Board recommends the bill specify which M-X-T Zone uses are subject to the 115 percent parking space requirement. The 115 percent parking requirement should only apply to non-residential uses. In addition, parking spaces within a structure should not be counted in the calculation of the maximum number of parking spaces.**

**The adopted Zoning Ordinance does not carry forward the M-X-T Zone. If this bill is adopted, it will not need to be adapted to the adopted Zoning Ordinance. The adopted ordinance contains parking maximums that vary depending on use, location, and zone. In the new zoning ordinance, parking spaces located in parking structures do not count against parking space maximums in the Transit-Oriented/Activity Center base zones.**

***CB-54-2021** A bill to amend the digital billboard regulations to include notice requirements for adjoining properties, municipalities, and all civic associations registered with the Commission for the area which includes the property.*

**Planning Board Recommendation: Support with an amendment.**

**(See Attachment 2 for full analysis)**

**The proposed legislation requires an applicant to send by first class mail an informational mailing at least 30 days before The Maryland-National Capital Park and Planning Commission (M-NCPPC) accepts applications for a digital billboard. The informational mailing notification must be sent to all adjoining property owners, owners whose properties lie directly across a street, alley, or stream, every municipality within one mile of the applicant's property, and to all registered civic associations for the geographical area in which the applicant's property is located.**

**The Planning Board is always in support of providing public notification. We would like to recommend that the word "civic" be deleted from the term "registered civic associations". The informational mailing list includes all registered associations in the geographic area. The registered associations include homeowners' associations, citizens, and civic associations. We will provide the applicant with the informational mailing addresses for properties impacted in the geographical area.**

**The adopted Zoning Ordinance does not require informational mailings for billboards. If this legislation is enacted this change would have to be incorporated in the omnibus clean-up legislation.**

As always, Planning Department staff members are available to work with the Council and your legislative staff on any pertinent legislative matters. Please let us know if we may be of further assistance.

Should you have questions, please do not hesitate to contact the Office of the Planning Director at 301-952-3595. Thank you, again, for your consideration.

Sincerely,



Elizabeth M. Hewlett  
Chairman



## **CB-53-2021 – Planning Board Analysis (Attachment 1)**

A bill to provide maximum parking regulations for the development of property in the Mixed Use-Transportation Oriented (M-X-T) Zone.

**The Planning Board has the following amendments and comments for consideration by the District Council:**

### **Policy Analysis:**

CB-53-2021 amends the number of required off-street parking spaces in the Mixed Use-Transportation Oriented (M-X-T) Zone. The bill establishes a maximum number of off-street parking spaces to be calculated at 115 percent of the base requirement for all uses on M-X-T zoned properties.

The Planning Board understands the need to revise parking space regulations in the M-X-T Zone. It is understood that large surface parking lots with numerous parking spaces have increased impermeable surfaces, created an urban heat island effect, decreased walkability, and reduced access to multimodal transportation. Therefore, changes to the current maximum parking space regulations in the M-X-T Zone make sense.

First, it should be noted, this bill as drafted will only impact M-X-T zoned properties located outside of Development District Overlay Zones (DDOZs) and Transit District Development Overlay Zones (TDOZs). Zoning text amendments do not impact design standards within the adopted DDOZs and TDOZs. It should be noted that most DDOZs and TDOZs set maximum parking space regulations separately depending on the overlay zone.

Second, applying the 115 percent maximum parking space requirement to residential developments where townhouses and multifamily dwelling units are developed could result in insufficient parking. There are already resident and visitor parking space complaints regarding insufficient parking. The proposed language could exacerbate current problems.

The Planning Board recommends the bill specify which M-X-T Zone uses are subject to the 115 percent parking space requirement. The 115 percent parking requirement should only apply to non-residential uses. In addition, parking spaces within a structure should not be counted in the calculation of the maximum number of parking spaces.

Therefore, the Planning Board recommends that the off-street parking maximum only apply to non-residential uses. There should also be language added to the bill to not require parking spaces within parking structures to be counted in the calculation for the maximum number of parking spaces.

### **Impacted Property:**

The bill will impact parking spaces for all M-X-T zoned properties located outside of a DDOZ or TDOZ.

### **Adopted Zoning Ordinance:**

The adopted Zoning Ordinance does not carry forward the M-X-T Zone. If this bill is adopted, it will not need to be adapted to the adopted Zoning Ordinance. The adopted ordinance contains parking maximums that vary depending on use, location, and zone. In the new zoning ordinance, parking spaces located in parking structures do not count against parking space maximums in the Transit-Oriented/Activity Center base zones.

Following discussion, the Planning Board voted to support CB-53-2021 with amendments.

## **CB-54-2021 – Planning Board Analysis (Attachment 2)**

A bill to amend the digital billboard regulations to include notice requirements for adjoining properties, municipalities, and all civic associations registered with the Commission for the area which includes the property.

**The Planning Board has the following amendments and comments for consideration by the District Council:**

### **Policy Analysis:**

The proposed legislation requires an applicant to send by first class mail an informational mailing at least 30 days before The Maryland-National Capital Park and Planning Commission (M-NCPPC) accepts applications for a digital billboard. The informational mailing notification must be sent to all adjoining property owners, owners whose properties lie directly across a street, alley, or stream, every municipality within one mile of the applicant's property, and to all registered civic associations for the geographical area in which the applicant's property is located.

The Planning Board is always in support of providing public notification. We would like to recommend that the word "civic" be deleted from the term "registered civic associations". The informational mailing list includes all registered associations in the geographic area. The registered associations include homeowners' associations, citizens, and civic associations. We will provide the applicant with the informational mailing addresses for properties impacted in the geographical area.

### **Impacted Property:**

The bill will impact all future non-conforming use certification applications for digital billboards.

### **Adopted Zoning Ordinance:**

The adopted Zoning Ordinance does not require informational mailings for billboards. If this legislation is enacted this change would have to be incorporated in the omnibus clean-up legislation.

Following discussion, the Planning Board voted to support CB-54-2021 with an amendment.