

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board has reviewed DDS-629, Cambridge Place at Westphalia, Parcels 1 and 2, requesting a departure from design standards for the use of 125 tandem parking 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 July 30, 2015, the Prince George’s County Planning Board finds:

1. **Request:** The applicant is requesting a departure from Section 27-551(e)(1) to allow 125 parking spaces to be located one behind the other (tandem) for all 125 garage spaces provided for the multifamily buildings.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T	M-X-T
Use(s)	Vacant Industrial/Office Building	Residential
Acreage	68.94	68.94
100-year floodplain	3.33 acres	3.33 acres
Net Tract Area	65.61 acres	65.61 acres
Proposed Parcel 1		16.67 acres
Number of Unit(s)	0	301 Multifamily Units
Proposed Parcel 2		52.27 acres
Gross Floor Area (sq. ft.)		
Existing Industrial	142,500	142,500
Multifamily	0	407,500
Recreational	0	<u>5,915</u>
TOTAL		555,915 Sq. Ft.

Floor Area Ratio (FAR) in the M-X-T Zone

Base Density:	0.4 FAR
Total FAR Permitted:	1.4 FAR (including 1.0 residential bonus)
Total FAR Proposed:	.20

OTHER DEVELOPMENT DATA

Multifamily Bedroom Distribution and Parking Required

Building Type	No. of Buildings	Units per Building	Total Units
Type 1	6	22	132
Type 2	6	26	156
Type 3	1	13	13
Total	13	N/A	301

PARKING DATA

	REQUIRED	APPROVED
Total parking spaces (301 multifamily units/13 buildings)	740	581*
Handicapped spaces	15	27 (all van-accessible)
Loading spaces	0	0**

*The applicant is requesting a departure from parking and loading standards (DPLS) to reduce the number of required parking spaces. The applicant is also requesting a departure from design standards (DDS) to allow tandem spaces.

**Section 27-582 requires one loading space for a multifamily building with between 100 to 300 total units. None of the 13 buildings contain more than 26 units per building.

3. **Location:** The subject property is located on the south side of Westphalia Road, approximately one-half mile east of its intersection with Pennsylvania Avenue (MD 4) in Planning Area 78, Council District 6.
4. **Surrounding Uses:** The site is bounded to the north by Westphalia Road. Further north of Westphalia Road is M-NCPPC-owned property located in the Rural Residential (R-R) Zone, and residential development in the Multifamily Medium-Density Residential (R-18) and R-R Zones. West and south of the subject property is Light Industrial (I-1)-zoned development. The subject property is bounded to the east by the single-family development, known as the Smith Home Farm in the Residential Medium-Development (R-M) Zone.
5. **Previous Approvals:** On June 18, 1979, the District Council approved Zoning Map Amendment A-9198, for Light Industrial (I-1) zoning on the subject site, with a site plan, on approximately 139 acres of land, located on south side of Westphalia Road, east of Pennsylvania Avenue (MD 4).

The subject property is Parcel C of the Penn-East Park subdivision. The site is developed with an existing 142,500-square-foot office and industrial building that was constructed in 1983, pursuant to Detailed Site Plan DSP-83045. The building was designed for the repair of turbine engines used at power plants then owned by the Potomac Electric Power Company (PEPCO).

The subject site was later rezoned from the Light Industrial (I-1) Zone to the M-X-T Zone through the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment* which was approved by the District Council on February 6, 2007. The existing industrial building remains vacant today.

Conceptual Site Plan CSP-11003 was approved for the subject property October 24, 2013 (PGCPB Resolution No. 13-122) with 14 conditions. The CSP approved a square footage range for industrial/retail uses and up to 325 multifamily units. Preliminary Plan 4-11012 was approved on June 5, 2014 (PGCPB Resolution No.14-52) to subdivide existing Parcel C into two parcels, Parcels 1 and 2, with 23 conditions. On July 30, 2015, Detailed Site Plan DSP-4021 was approved as a companion case to the departure in conjunction with Departure from Parking and Loading Standards DPLS-418 for 301 multifamily units on Parcel 1 (PGCPB Resolution No. 15-79).

6. **The requirements of the Zoning Ordinance (Departure from Design Standards DDS-629)**

The subject departure from design standards has been reviewed for compliance with the requirements of Section 27-239.01(b)(7) of the Zoning Ordinance. This section contains the required findings that the Planning Board must make in order to approve a departure request:

(A) Section 27-239.01(7)(A) of the Zoning Ordinance provides that in order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal.

(a) The purposes of this Part are:

- (1) 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;**

Applicant's Justification: According to a parking analysis performed by The Traffic Group on July 22, 2014 for the applicant, the total number of proposed parking spaces is sufficient for this development. The consultant determined that a rate of 1.3 parking spaces per unit is recommended for this development, based on similar projects in Prince George's and Howard Counties. That would result in a total of 392 spaces –well below the requirement of 740 spaces and the 581 parking spaces proposed at a rate of 1.93 spaces per unit.

- (2) 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;**

Applicant's Justification: The site fronts on Westphalia Road and does not adjoin to any other public street. Parking is currently not permitted on Westphalia Road. Public streets would not be used or available for parking.

(3) To protect the residential character of residential areas; and

Applicant's Justification: The site is directly adjacent to light industrial uses except on the east side of the site where it is bounded by R-M zoned land designated for the future Smith Home Farms development. Thus the character of the adjacent residential area would not be affected by the departure.

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

Applicant's Justification: In general, the provided garage and surface parking spaces are convenient and support the proposed use. The proposed parking has been distributed almost evenly by having parking available in the front and sides of each building and also in garages within the building. The parking areas for each building averages 40-45 spaces and are in proximity to each building.

The Planning Board concurs with the provided justification that the purposes of this Subtitle are equally well served by the applicant's proposal.

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

Applicant's Justification: The situation of a parking space behind another parking space occurs whenever an attached garage is provided with a one-family dwelling. In the current situation, the user of the garage has control over access to the garage, thus allowing the user to maneuver vehicles coming or going. By granting a departure for tandem spaces, the same situation will be created that exists, and is currently permitted, with one-family dwellings. As there are 125 garage units proposed, the departure for 125 tandem spaces is the minimum necessary.

The Planning Board concurs that the departure is the minimum necessary given the specific circumstances of the request.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949.

Applicant's Justification: Westphalia Road has been realigned, widened, and improved several times over the years without much regard for the adjacent properties and how it would affect them. The existing topography is a result of the road improvements. The last improvements allowed for a high point in the road which translated into a steeper decline into the site after the proposed grade was determined. This created a situation where potentially usable land became encumbered by steep slopes and retaining walls, limiting the amount of available land for parking.

The Planning Board concurs that the departure is necessary to alleviate circumstances unique to the site.

(iv) The departure will not impair the visual, functional or environmental quality or integrity of the site or of the surrounding neighborhood.

Applicant's Justification: The inclusion of the spaces behind the garages will not negatively affect the visual quality of the site or surrounding neighborhood. The spaces are typically 10 feet wide by 20 feet deep. Their appearance will be comparable to a typical driveway/garage situation, and the spaces will function the same. Also, by allowing these spaces to count towards the parking requirement, it further reduces the impact that additional impervious surface will have on the environment and the surrounding neighborhood. By allowing a parking space located directly outside of each garage count towards the required parking will not impact the function, visual aesthetics, environmental quality, or integrity of the surrounding neighborhoods.

The Planning Board concurs that the departure will not impair the visual, functional or environmental quality of the site or surrounding neighborhood.

7. Further Planning Board Findings and Comments from Other Entities:

- a. **Transportation Planning**—The Transportation Planning Section provided comments on the departure application.

Departure from Design Standards (DDS-629)

This departure from design standards is to allow a parking space that is located directly behind a garage of a dwelling unit (tandem) to count towards the required number of spaces. The applicant's justification states that the user of the garage has control regarding the use of the parking space in question; consequently there would be no conflict between multiple drivers of different addresses.

8. Based on the above analysis, the Planning Board finds the departure is deemed acceptable as required by Section 27-239.01 of the Prince George's County Code.

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 of Departure from Design Standards to allow 125 tandem parking spaces.

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.

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 Geraldo, seconded by Commissioner Bailey, with Commissioners Geraldo, Bailey, Shoaff and Hewlett voting in favor of the motion, and with Commissioner Washington absent at its regular meeting held on Thursday, July 30, 2015, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 30th day of July, 2015.

Patricia Colihan Barney
Executive Director

By Jessica Jones
Planning Board Administrator