

**PRINCE GEORGE'S COUNTY COUNCIL**  
**AGENDA ITEM SUMMARY**

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**Meeting Date:** 6/18/2002

**Reference No.:** CB-43-2002

**Proposer:** Estep

**Draft No.:** 2

**Sponsors:** Estep

**Item Title:** An Ordinance permitting a commercial parking lot  
or garage in the I-3 Zone under certain circumstances

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**Drafter:**

**Resource** John D. Timms  
**Personnel:** Legislative Aide

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**LEGISLATIVE HISTORY:**

**Date Presented:** 4/30/2002

**Executive Action:** \_\_\_/\_\_\_/\_\_\_

**Committee Referral:** 4/30/2002 PZED

**Effective Date:** 8/5/2002

**Committee Action:** 5/14/2002 FAV(A)

**Date Introduced:** 5/21/2002

**Public Hearing:** 6/18/2002 10:00 A.M.

**Council Action:** 6/18/2002 ENACTED

**Council Votes:** PS:A, DB:A, TD:A, JE:A, TH:A, TK:A; RVR:A, AS:A, MW:A

**Pass/Fail:** P

**Remarks:** \_\_\_\_\_

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**PLANNING, ZONING & ECONOMIC DEV. COM. REPORT**

DATE: 5/14/02

Committee Vote: Favorable with amendments, 5-0 (In favor: Council Members Russell, Bailey, Hendershot, Shapiro and Wilson).

This legislation amends the Industrial Zones Use Table to allow a commercial parking lot or garage in the I-3 Zone if the property is located near a Metro station. The bill is intended to permit a surface parking lot on a vacant I-3 property near the Branch Avenue Metro station.

The Planning Board took a position in support of CB-43 if the bill is amended to allow structured parking only. The Board provided comments indicating that the legislation is narrowly drafted and may not apply to any other site near a Metro station, however, the I-3 Zone is an office park zone, and a surface commercial parking lot is not compatible. The Board acknowledged that parking is needed near this Metro station, and a parking structure or garage would not be incompatible with the office park uses that are intended in the I-3 Zone.

If CB-43 is passed, the Planning Board stresses that there should be a balance of the need for automobile access with the need for compact, mixed-use, pedestrian-friendly station areas that emphasize transit, walking and biking. Therefore, the commercial lot should not be developed in a way that presents an obstacle to achieving Transit Oriented Development goals. The Board also recommended that the word “adjacent” be more clearly defined and suggested “within one-quarter mile of a transit station” or similar language, which would be more in keeping with Transit Oriented Development standards. If the Council approves this bill, the Board also recommends that the Council add a required finding that the location and design of the parking lot shall include ample pedestrian ways, landscaping, lighting and other amenities to create direct and pleasant connections between the parking lot and Metro entrance.

Bill Knight, of Knight, Manzi, Nussbaum & LaPlaca, P.A., and Marc Slavin, of Marcpark, spoke in support of the legislation. Mr. Slavin responded to Committee members questions regarding his consideration of structured parking to which he responded that the daily fees (approximately \$10-\$12) that he would need to charge to support such an investment would deter customers and is therefore not feasible. He also indicated that he has spoken with WMATA representatives who support an additional parking lot in the vicinity of this Metro station since the existing Metro parking facility fills up by 8:00 A.M.

Chairman Shapiro suggested that the Committee consider a sunset of the use after a certain period, such as five years, with the possibility of reconsidering whether it is an appropriate use for the location at that time. Mr. Slavin indicated his concurrence with this suggestion and requested that when establishing the sunset date that the Committee takes into consideration that the use will probably not be in operation until next year.

The County Executive takes no position on CB-43. The Legislative Officer and the Office of Law found the bill to be in proper legislative form. The Office of Audits and Investigations determined there should not be any negative fiscal impact on the County as a result of enacting CB-43.

The Committee voted a favorable report on the bill with amendments to incorporate Chairman Shapiro’s suggestion for a sunset provision as well as the amendments recommended by the Planning Board, with the exception of the requirement for structured parking. The amendments are included as additional language in Footnote 41 on page 2 of the bill.

## **BACKGROUND INFORMATION/FISCAL IMPACT**

**(Includes reason for proposal, as well as any unique statutory requirements)**

This legislation would permit a commercial parking lot or garage in the I-3 Zone under certain circumstances. The use is currently permitted in the I-1 and I-2 Zones.

## **CODE INDEX TOPICS:**

