

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed a Departure of Parking and Loading Standards requesting a departure of 22 off-street parking spaces of the required 86 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 March 30, 2006, the Prince George's County Planning Board finds:

- A. **Location and Field Inspection:** The property is located on the west side of Largo Road (MD 202) approximately 60 feet south of Water Fowl Way. The property is heavily wooded and is currently developed with a single-family home in the front third of the property with some small outbuildings to the rear of the home. One of these outbuildings is in a deteriorated condition. The property is an elongated rectangular parcel and is accessed directly from Largo Road.
- B. **Development Data Summary:**

	EXISTING	PROPOSED
Zone(s)	R-R	R-R
Use(s)	Single-family home	Assisted living facility with 55 units (110 residents) Adult day care center for 120 occupants
Acreage	3.86 acres	3.86 acres
Square Footage/GFA	2,195 sq. ft.	40,119 sq. ft.

Other Development Data

The area of the various uses within the proposed 40,119 square feet consists of the following: adult day care (7,485 square feet), assisted living facility (26,719 square feet), and shared space consisting of activity rooms, dining rooms, living/community room areas, and kitchen facilities (5,915 square feet).

- C. **History:** The 1994 sectional map amendment for the Subregion VI Study Area retained the subject property in the R-R (Rural-Residential) Zone.
- D. **Master Plan Recommendation:** The 1993 Subregion VI Study Area master plan identified this site as part of a rural residential area in the Marlboro community and recommended low-suburban residential development at up to 2.6 dwelling units per acre for this property. This special exception application for an assisted living facility and adult day care center at this location is not inconsistent with the land use recommendations or policies for this rural residential area within the Marlboro community. A total of 86 parking spaces and 1 loading space are required for these uses and the applicant is providing 64 parking spaces and 1 loading space.

- E. **Neighborhood and Surrounding Uses:** The applicant defines the neighborhood as being bounded by MD 193 to the north, MD 725 to the south, MD 301 to the east, and Brown Station Road to the west. The applicant has defined a large neighborhood that extends all the way to the town of Upper Marlboro. In planning, neighborhoods are considered to be units of a larger community and can be defined by streams or natural features as well as major roads. Staff recommends the following neighborhood based on the nearest major roads, streams and major public facilities:

North—MD 202 and White House Road

East—MD 202

South—University of Maryland Experimental Farm and the Western Branch

West—Brown Station Road

The property is surrounded by the following uses:

North—Westin Subdivision, single-family homes, in the R-R Zone

East—Single-family homes in the R-R Zone

South—University of Maryland Experimental Farm in the R-R and R-O-S Zone

West—University of Maryland Experimental Farm in the R-R Zone

The neighborhood includes primarily residential development. It also includes an independent living facility (Largo Landing Fellowship House) and two churches with accompanying school complexes.

- F. **Requirements for Parking and Departures for Parking and Loading Standards:** The site plan indicates that 64 parking spaces are to be provided. The plan correctly notes 86 parking spaces are required. A departure from parking and loading standards is required to address this reduction. Section 27-588(b)(7) sets forth the following findings to grant a departure from parking and loading standards:

(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 purposes of the Parking Regulations are as follows:

- (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;

The applicant is required to provide the following parking spaces:

Adult Day Care (120 residents and 6 operators)	
1 space per 3 occupants/employees	= 42 spaces
Assisted Living Facility (110 residents)	
	1 spaces per 3 residents
	= 37 spaces
Employees (20 employees for assisted living facility)	
	1 space per 3 employees
	= 7 spaces

Total parking spaces required for all parking uses: 86

The applicant argues that since 50 percent of the adult day care center occupants, or 60 residents, will come from the on-site assisted living facility, 22 of the required parking spaces for the adult day care use would not be necessary. The applicant also states since most of the remaining day care users will be shuttled to the site, the need for parking will be even further reduced. In addition, the applicant stated that “visitation for the Adult Day Care is relatively low given that this population comes from home on a daily basis. Therefore, the majority of visitor parking will be needed by the assisted living facility, and most of which will occur either in the evenings or on the weekend. During those time periods, the Adult Day Care facility will be closed (evenings) or operating at a reduced capacity (weekends). Therefore, the site will have more than adequate parking to meet its needs.”

(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;

This site will be limited to one access point on MD 202. The site is designed such that there is no vehicular or pedestrian access from the adjoining subdivision. Therefore, it is unlikely that occupants or visitors will park in the adjoining development. This is particularly true since the applicant intends to operate a transportation service for 95 percent of the occupants of the adult day care center that will be coming from off-site. The proposed transportation service will significantly reduce traffic congestion and the need for parking on-site.

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

The applicant is proposing intensive landscaping along its northern boundary with the Westin subdivision to buffer this residential area and protect its character. As a result of the smaller parking lot proposed and the separation of parking with a smaller lot in the rear of the site, the impact of this facility should be minimized. In addition, a detailed site plan is required to further ensure protection of the residential character of the area.

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

The parking proposed is convenient for both assisted living residents and visitors and day care center users. The loading area is appropriately located in the rear of the site so that adequately serves the needs of the facility.

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

The departure is the minimum necessary. The applicant states that 50 percent of the occupants of the adult day care center will be coming from the assisted living facility. As a result, the required 42 parking spaces for this facility should be reduced to 20 since the full complement of parking is not necessary parking for the proposed uses.

(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;

Given the interrelationship of the two uses, it is unnecessary to provide parking for day care center users that will not need additional parking since they will be living on-site. The need for parking spaces will be even more diminished because a significant proportion of the day care center users will be transported to the facility so they will not be using their own vehicles. The departure is necessary in order to alleviate circumstances that are special to the subject uses.

(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

All methods for calculating the number of spaces required have been used.

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

Parking and loading needs of the adjacent residential area, the Westin subdivision, will not be infringed upon if the departure is granted. The landscaping and parking design of the We Care facility discourage any pedestrian access from the subdivision, which will deter visitors from parking in the subdivision. Adequate parking will be provided on-site given the high proportion of assisted living residents using the day care facility and the fact that as many as 95 percent of the nonresident day care center users will be shuttled to the facility.

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

- (i) 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 five hundred (500) feet of the subject property;**

This development will be designed as a wholly separate facility from the adjacent residential subdivision that provides the only on-street parking within the general vicinity. Parking is not allowed on MD 202. Consequently, there are no additional on- or off-street spaces to serve this development.

- (ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

The use of this site is compatible with the recommendations of the 1993 Subregion VI Study Area master plan. The 1993 Subregion VI Study Area master plan identified this site as part of a rural residential area in the Marlboro community and recommended low-suburban residential development at up to 2.6 dwelling units per acre for this property. This special exception application for an assisted living facility and adult day care center at this location is not inconsistent with the land use recommendations or policies for this rural residential area within the Marlboro community.

- (iii) The recommendations of a municipality (within which the property lies) regarding the departure; and**

No municipality exists within a mile of the subject property.

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

No public parking facilities are proposed in the county's Capital Improvement Program within the general vicinity of the property.

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

- (i) Public transportation available in the area;**

The closest bus stop appears to be Largo Road and Hancock Drive, which is served by TheBus Route 21.

- (ii) Any alternative design solutions to off-street facilities which might yield additional spaces;**

Give the site's shape, no alternative design solution was found that would not require that more of the front/side yards of the property be paved to

accommodate additional spaces. Such a design solution would further detract from the residential character of the neighborhood.

(iii) 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 five hundred (500) feet of the subject property;

The assisted living facility will operate around the clock, but the applicant intends to operate the adult day care between the hours of 7:00 a.m.–6:00 p.m. (Monday–Friday) and 8:00 a.m.–4:00 p.m. (Saturday). During the timeframe, 50 percent of the assisted living population will be using the adult day care center program, which would reduce the number of individual customer trips to the facility. Additionally, because the applicant intends to provide daily transportation service, 95 percent of the occupants of the adult day center will be brought to the site by this shuttle service. To that end, the applicant maintains that ample spaces will be available on-site given the nature of the use on the property.

There are no businesses within 500 feet of the property other than the University of Maryland experimental farm. The applicant notified the state of this application and staff has not received any concerns about the proposed development from this neighboring use.

(iv) In the R-30, R-30C, R-18, R-18C, R-10A, R-10 and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George’s County Code.

The subject property is in the R-R Zone. The above section is not applicable to the subject property.

CONCLUSION:

The recommended departure is generally in conformance with the pertinent requirements in the Zoning Ordinance concerning the granting of departures for parking and loading standards. The Planning Board recommends APPROVAL of DPLS-313.

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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 Clark, seconded by Commissioner Eley, with Commissioners Clark, Eley, Vaughns and Parker voting in favor of the motion, and with Commissioner Squire absent at its regular meeting held on Thursday, March 30, 2006, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 20th day of April, 2006.

Trudye Morgan Johnson
Executive Director

By Frances J. Guertin
Planning Board Administrator

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