



October 8, 2024



New Carrollton Developer, LLC
7735 Old Georgetown Road, Suite 600
Bethesda, MD 208817

Re: Notification of Planning Board Action on
**Departure from Design Standards –
DDS-24001**
New Carrollton Multifamily IV

Dear Applicant:

This is to advise you that, on **October 3, 2024**, the above-referenced application was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-239.01 of the Prince George's County Zoning Ordinance, the Planning Board's decision will become final 30 calendar days after the date of this final notice (**October 8, 2024**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291 of the Zoning Ordinance), the District Council decides, on its own motion, to review the action of the Planning Board.

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Sincerely,
Sherri Conner, Acting Chief
Development Review Division

By: *Te-Sheng Huang*
Reviewer

Attachment: PGCPB Resolution No. **2024-098**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

PGCPB No. 2024-098

File No. DDS-24001

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed Departure from Design Standards Application No. DDS-24001, New Carrollton Multifamily IV, requesting APPROVAL in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, a new Zoning Ordinance, Subtitle 27, Prince George's County Code went into effect on April 1, 2022; and

WHEREAS, the subject property is within the Regional Transit-Oriented, High Intensity Zone (RTO-H-C); and

WHEREAS, Preliminary Plan of Subdivision 4-23032 was approved in accordance with the prior Prince George's County Subdivision Regulations and pursuant to Section 24-1704(b) of the Subdivision Regulations, until and unless the period of time under which a preliminary plan of subdivision expires, the project may proceed to the next steps in the approval process (including any zoning steps) and continue to be reviewed and Zoning Ordinance in effect immediately prior to April 1, 2022; and

WHEREAS, the applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior M-X-T/T-D-O zoning; and

WHEREAS, after consideration of the evidence presented at the public hearing on September 26, 2024, the Prince George's County Planning Board finds:

1. **Request:** This departure from design standards (DDS) application is for approval of a departure from Section 27-558(a) of the prior Prince George's County Zoning Ordinance, for a reduction in the size of standard parking spaces, from 9.5 feet by 18 feet to 8.5 feet by 18 feet for both structured and surface parking spaces.

In conjunction with this DDS, the Prince George's County Planning Board approved a Detailed Site Plan, DSP-22030 (PGCPB Resolution 2024-097) for the development of four multifamily buildings, consisting of 364 units, and one 2-level parking structure on Parcels 11–15. The DSP also includes Parcels 9 and 10, which contain an existing parking lot, but will be redeveloped under a future DSP. Parcel B, also shown on the subject DSP, will contain a wetland park to provide stormwater management and a greenway integral to the overall current and future development areas of the New Carrollton Town Center project. The details of development of Parcel B were not depicted on the DSP because it is being developed by, and in coordination with, the Cleanwater Partnership. Parcels 9, 10 and B were included for the purpose of reflecting the overall lotting and in order to satisfy applicable conditions for detailing development of the project's common vehicular, bicycle, and pedestrian infrastructure which affects the street frontages of these parcels.

2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	RTO-H-C	M-X-T/T-D-O
Use(s)	Parking and Vacant	Multifamily building
Gross Tract Acreage	15.79	15.79
Floodplain Acreage	9.21	9.21
Net Tract Acreage	6.58	6.58
Proposed Right-of-Way Dedication	1.45	1.45
Parcels	1 (Parcel 122)*	8 Development with DSP-22030: <u>Parcels 11–14</u> : Multifamily building <u>Parcel 15</u> : Parking Garage Future Development: <u>Parcels 9–10</u> : Existing Parking lot to remain <u>Parcel B</u> : To be developed with a wetland park**
Gross floor area (Total square footage)	0	291,056 sq. ft. *** <u>Parcel 11</u> : 48,016 sq. ft. <u>Parcel 12</u> : 78,825 sq. ft. <u>Parcel 13</u> : 80,875 sq. ft. <u>Parcel 14</u> : 83,343 sq. ft.
Dwelling Units	0	364

Notes: *The subject site consists of a tax parcel known as Parcel 122, which is recorded by deed in the Prince George’s County Land Records in Book 42066 page 56. The specific site for the development approved with this DSP is Parcels 11–15.

**Per the recommendations of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment* (TDDP, page 39)

***A condition is included herein to correct the gross floor area shown on the coversheet.

Other Development Data

Parking Requirements per the TDDP (page 163)

Pursuant to Section 27-548.06(d)(1) of the prior Prince George’s County Zoning Ordinance, the requirements of Part 11 concerning the minimum number of spaces in, and design of, off-street parking and loading areas shall not apply within a transit district, unless otherwise specified within the transit district standards. The TDDP does not impose any minimum parking space requirements. The TDDP, however, requires all new development within the New Carrollton Transit District Overlay Zone (TDOZ) to not exceed off-street parking, in accordance with the standards in Table 9, Maximum Parking Ratios for Land Uses within the New Carrollton TDOZ (page 163). This table has different standards for development located either within 0.25 mile or more than 0.25 mile from the New Carrollton Metro Station.

Within 0.25 mile of the New Carrollton Metro Station	Number of Parking Spaces	Approved
Parcels 11–15: Condominium/Apartment Residential at 1.5 spaces per dwelling unit	564 (max. permitted)	412*
Standard spaces (8.5 feet x 19 feet)**	-	412
Handicap Accessible (8.5 feet x 19 feet)	7	3
Handicap Van-accessible (8.5 feet x 19 feet)	2	6
Electric Vehicle Charging Stations	-	6***
Parcels B, 9, and 10: Total Existing Parking Spaces	425****	-

Notes: *Among 412 approved parking spaces, 315 are located in the parking structure and 97 surface parking lot spaces are located along the drive aisle.

**Departure from Design Standards DDS-24001 is approved with this DSP for approval, which is addressed in Finding 8 below. DDS-24001 seeks a reduction of the required parking space size (9.5 feet by 19 feet) to 8.5 feet by 19 feet. A condition is included herein, requiring the applicant to correct the dimensions of parking spaces in the Parking Space Size and Type schedule.

***The submitted plan shows six electric vehicle charging stations located on the ground level of the approved parking structure. Six additional parking spaces will have infrastructure to install electric vehicle charging stations when the demand is increased.

****There are 425 parking spaces that currently exist on Parcels B, 9, and 10, including 12 handicap-accessible parking spaces, as part of the Washington Metropolitan Area Transit Authority (WMATA) Park and Ride System. The subject DSP application does not seek any changes to this parking area.

Loading Spaces (per Section 27-582(a) of the prior Zoning Ordinance)

The TDDP does not have a standard for required loading spaces. Per Section 27-583(a) of the prior Zoning Ordinance, the number of off-street loading spaces required in the Mixed Use–Transportation Oriented (M-X-T) Zone are to be calculated by the applicant and submitted to the Planning Board for approval, at the time of DSP. Pursuant to Section 27-583(b), three loading spaces are required for this subject DSP. The applicant provides four loading spaces.

Code Requirement	Parcels	Required	Approved
Multifamily Residential (100 to 300 dwelling units)	Parcel 11 (50 units)	0	-
	Parcel 12 (100 units)	1	-
	Parcel 13 (102 units)	1	-
	Parcel 14 (112 units)	1	-
Total Loading Spaces		3	4*

Note: *The size of loading spaces is 12 feet by 33 feet, as shown on the plan.

Bicycle Spaces per the TDDP (page 168)

Required (1 bicycle parking space per every 20 off-street vehicle parking spaces)	21
Provided	42
Interior (long-term parking)*	20
Exterior (short-time parking)**	22

Notes: *One bike room is located within the approved parking structure for 20 long-term bicycle parking spaces.

**Three short-term bicycle parking sites are included in this DSP, for a total of 22 bicycle parking spaces. Two sites are for eight bicycle parking spaces respectively, and one site is for six bicycle parking spaces.

3. **Location:** The subject property is located south of the intersection of MD 950 (Garden City Drive) and Corporate Drive. It is also located within Planning Area 72 and Council District 5.
4. **Surrounding Uses:** The property is triangular and bound by the right-of-way Corporate Drive/Cobb Road to the east, properties beyond containing office uses in the M-X-T and Commercial Office Zones. MD 950 (Garden City Drive) abuts to the site to the northwest with properties beyond containing multifamily and office developments in the M-X-T Zone, which are part of the larger New Carrollton Town Center project. To the south, the property abuts US 50 (John Hanson Highway) with industrial developments beyond, in the Light Industrial Zone. Penny Drive bisects the property.

5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-16023 was approved by the Planning Board on January 12, 2017 (PGCPB Resolution No. 17-11) for 12 parcels, for development of 1,125 multifamily dwelling units; 775,000 square feet of office; 132,000 square feet of retail; and 250 hotel rooms on 30.13 acres, which included properties northwest and southeast (Parcel 122) of Garden City Drive. Development northwest, abutting the Metro rail lines and station, proceeded to development, saving Parcel 4. However, this PPS expired before final plat applications for subdivision of Parcel 122 (the subject site for this DSP application) were filed. Therefore, Parcel 122 is not subject to PPS 4-16023.

On May 23, 2024, the Planning Board approved PPS 4-23032 (PGCPB Resolution No. 2024-040) for 12 parcels, for development of 1,000 multifamily dwelling units and 810,000 square feet of commercial uses, including 610,000 square feet of office; 50,000 square feet of retail; and a 150,000-square-foot hotel with 250 rooms, on 21.59 acres which includes Parcel 4 and Parcel 122. Certificate of Adequacy ADQ-2023-056 was approved by the Prince George's County Planning Director on May 15, 2024. This ADQ is valid for 12 years, from the date of approval of the associated PPS 4-23032, subject to the additional expiration provisions of Section 24-4503(c) of the Prince George's County Subdivision Regulations. The DSP covers 15.79 acres (Parcel 122) approved by PPS 4-23032, for subdivision into Parcels 9–15 and Parcel B.

6. **Design Features:** As discussed in Finding 2 above, the site area for the subject DSP covers the limits of Parcel 122. The specific development with the DSP is to construct four multifamily buildings, consisting of 364 residential units and one 2-level parking structure, on Parcels 11–15 located south of Pennsy Drive. Three of the multifamily buildings are five stories and one building is four stories. These buildings will be designed to achieve Leadership in Energy and Environmental Design (LEED) certification standards required for a silver rating, with various sustainable design features. The sample LEED scorecard submitted with the DSP shows measurements included in the development to achieve the required rating (Silver: 50–59), in terms of integrative process, location and transportation, sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, innovation, and regional priority.

The site of Parcels 11–15 is bounded by Pennsy Drive, Cobb Road, and US 50. Two vehicular entry/exit points are located on Pennsy Drive. The western vehicular point is the entrance to the parking structure. The other vehicular point, located between Buildings 2 and 3, connects to a driveway that leads to the interior open space of the site. A bi-directional interior circulation loop surrounds Building 1, which not only provides vehicular access through the site, but also supports a secondary entrance to the parking structure. Improved sidewalks are shown along the Pennsy Drive Road frontage. Crosswalks are shown crossing the two vehicle access points. Buildings 2 and 3 front Pennsy Drive and Building 4 faces Cobb Road. Building 1 is located in the center of the site, while the parking structure lines the southern boundary abutting US 50.

COMPLIANCE WITH EVALUATION CRITERIA

7. Prince George's County Zoning Ordinance:

Departure from Design Standards DDS-24001: The applicant has submitted a DDS to allow a reduction of the standard, nonparallel parking space size from 9.5 feet by 19 feet to 8.5 feet by 19 feet, pursuant to Section 27-239.01 of the prior Zoning Ordinance.

In addition, the applicant submitted a statement of justification (SOJ) to address the required findings for a DDS indicated in Section 27-239.01(b)(7)(A) of the prior Zoning Ordinance.

(A) 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;

To accommodate an accepted space size within the approved development and to eliminate the use of compact spaces, this DSP proposes a parking space dimension of 8.5 feet by 19 feet. Specifically, the reduced parking space size allows for a more compact and efficiently structured parking design, while providing off-street parking sufficient to serve the needs of the development. As such, the purposes of this Subtitle will be better served by fulfilling the purposes of the TDDP.

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

Due to the irregular shape of the site, the departure is necessary to provide sufficient parking spaces to the approved 364 dwelling units, while fulfilling the vision of the TDDP, by developing a compact and vibrant community close to the Metro station.

(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;

The Planning Board agrees that the departure is necessary to alleviate circumstances specific to the site, resulting from the configuration of the site. It allows for elimination of less effective and confusing compact spaces and allows for a blended space that safely accommodates all size vehicles.

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

neighborhood.

The parking spaces approved for this development are located internally to the site and most of them are located within the two-level parking structure. The Planning Board finds that the departure will enhance the visual and functional quality of this development. The departure will allow for a more efficient and fully functional parking and circulation design that will serve the needs of the community.

Based on the analysis above, the Planning Board supports Departure from Design Standards DDS-24001 for a departure to allow standard, nonparallel parking space sizes of 8.5 feet in width by 19 feet in length.

- 8. Community Feedback**—The Planning Board did not receive any inquiries from the community regarding the subject DSP.

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:

APPROVE Departure from Design Standards DDS-24001, for New Carrollton Multifamily IV, to allow standard, nonparallel parking space sizes of 8.5 feet in width by 19 feet in length.

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 Washington, seconded by Commissioner Doerner, with Commissioners Washington, Doerner, and Shapiro voting in favor of the motion, and with Commissioners Bailey and Geraldo absent at its regular meeting held on Thursday, September 26, 2024, in Largo, Maryland.

Adopted by the Prince George’s County Planning Board this 3rd day of October 2024.

Peter A. Shapiro
Chairman

By Jessica Jones

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Jessica Jones
Planning Board Administrator

PAS:JJ:TH:tr

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: October 2, 2024