

PGCPB No. 2025-115

File No. DDS-24004

## R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed Departure from Design Standards DDS-24004, National View, requesting a reduction in the size of standard, nonparallel parking spaces to 9 feet by 18 feet, 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, Pursuant to Section 24-1704(a) of the Prince George's County Subdivision Regulations, subdivision approvals of any type remain valid for the period of time specified in the Subdivision Regulations under which the subdivision was approved. The subject property received prior development approvals including a Preliminary Plan of Subdivision, 4-22060 (PGCPB Resolution No. 2023-89), which was reviewed and approved under the Subdivision Regulations effective prior to April 1, 2022 (prior Subdivision Regulations) which remains valid; and

WHEREAS, Pursuant to Section 27-1704(b) of the Prince George's County Zoning Ordinance, the project may proceed to the next steps in the approval process and continue to be reviewed and decided under the prior Zoning Ordinance and prior Subdivision Regulations; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application in conjunction with an application for Detailed Site Plan (DSP-24012) approval under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of the evidence presented at the public hearing on November 20, 2025, 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, nonparallel parking spaces, from 9.5 feet by 19 feet to 9 feet by 18 feet.

In conjunction with this DDS, the Prince George's County Planning Board approved a Detailed Site Plan, DSP-24012 (PGCPB Resolution No. 2025-114), for a mixed-use development of 1,010 multifamily dwellings; 485 elderly housing units; 33,698 square feet of commercial/retail space; 1,350 square feet of office space; and a day care center for 150 children in 6 buildings, with associated infrastructure improvements.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone (s)	RMF-48/ I-D-O	M-X-T/ I-D-O
Use(s)	Single-family detached home/vacant	Multifamily Residential/Commercial, Retail/Office/Day Care
Gross tract acreage	20.09	20.09
On-site within CBCA Area	1.73	1.73

	EXISTING	EVALUATED
Floodplain Acreage	0	0
Net tract area	20.09	20.09
Lots	54	0
Parcels	7	18* (Parcels 1–7 and A–K)
Gross floor area	1,441 sq. ft (Two residential homes to be razed)	<b>1,326,116 sq. ft.</b>  Residential: 917,698 sq. ft. Commercial/retail: 33,698 sq. ft. Office: 1,350 sq. ft. Day Care: 4,482 sq. ft.  (The total square footage of the entire National View Development is 1,928,244 sq. ft., which includes 602,128 sq. ft of parking garages).
Dwelling Units	2	1,495 (including 485 elderly housing units)**
Studio	-	245
1-Bedroom	-	757
2-Bedroom	-	319
2-Bedroom - Internal	-	67
3-Bedroom	-	123
3-Bedroom - Internal	-	4

**Notes:** \*A condition is included in PGCPB Resolution No. 2025-114 requiring the applicant to add bearings and distances for all property lines to Sheet C-202.

\*\*Footnote 7 of Section 27-547, Use Permitted, of the prior Zoning Ordinance notes, “The maximum number and type of dwelling units should be determined at the time of CSP approval.” Per approval of CSP-21004, the maximum number of elderly housing units is 485. A condition is included in PGCPB Resolution No. 2025-114 requiring the applicant to revise the site plan demonstrating conformance to CSP-21004, relative to the number of elderly housing units.

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

Base FAR Permitted	0.40
Total FAR Permitted*	1.75
Total FAR Approved**	1.52

**Notes:** \*The applicant uses the optional method of development for the subject DSP, in accordance with Section 27-545 of the prior Zoning Ordinance, as discussed in PGCPB Resolution No. 2025-114.

\*\*Pursuant to Section 27-548(e) of the prior Zoning Ordinance, the approved FAR shall be calculated based on the entire property (20.09 net acres), as approved with CSP-21004. Pursuant to Section 27-107.01(91) of the prior Zoning Ordinance, FAR is defined as "The ratio of the "Gross Floor Area" of all "Buildings" or "Structures" on a "Lot" to the area of that "Lot." The total square footage of the entire National View development is 1,326,116. As a result, the FAR for the entire project is approximately 1.52. A condition is included in PGCPB Resolution No. 2025-114 to correct the FAR in General Note 2 to be 1.52.

### **Parking Spaces**

In accordance with Section 27-574 of the prior Zoning Ordinance, the number of parking spaces required in the Mixed Use – Transportation Oriented (M-X-T) Zone is to be calculated by the applicant and submitted for the Planning Board's approval, at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b) of the prior Zoning Ordinance.

The applicant provided three parking analysis documents that detail the methodologies described in the prior and current Zoning Ordinances, dated August 16, 2024, August 14, 2025, and November 5, 2025, respectively. Based on the prior Zoning Ordinance, the overall parking requirement, based on all approved uses, would result in a total of 2,477 spaces. Based on the study, the peak parking demand was determined to be between midnight and 4:00 a.m., resulting in a base parking requirement of 2,340 spaces.

As outlined in Section 27-574(b), a parking reduction is allowed, based on a mix of uses and proximity to transit within the M-X-T Zone and a Metro planned community. Using the Institute of Transportation Engineers (ITE) methodology, a reduction for internal trip capture, based on the mixed uses within the development, was calculated to be 23 percent. However, the applicant used a conservative factor and applied a 10 percent reduction, resulting in 2,106 spaces. In addition, due to the proximity to transit facilities, an additional 20 percent transit reduction was applied, resulting in a total of 1,685 required parking spaces required for the site. The development proposal includes a total of 1,763 spaces, providing a surplus of 78 spaces, and exceeds the required parking.

While this application is being evaluated pursuant to the prior Zoning Ordinance, requirements for the Zoning Ordinance effective after April 1, 2025 are informative, with respect to current requirements, and offer a comparative analysis. Using the current requirements would indicate that 1,282 spaces are sufficient for the same mix of uses, after applying the approved reduction rates. The number of parking spaces, included in the DSP, also meets this requirement.

Based on this method, the Planning Board recommends the applicant revise the Parking and Loading Table on Sheet C-301 of the site plan to reflect the approved number and type of dwelling units and the total square footage of nonresidential uses and the requirements of the prior Ordinance as described above and pursuant to the table below. Information regarding the minimum requirement of handicap parking spaces, in accordance with Section 27-566(b) of the prior Zoning Ordinance, is missing on the submitted plan. A condition is included in PGCPB

Resolution No. 2025-114 requiring the applicant to note the required and provided handicap parking spaces and indicate the location of these spaces on the plan.

Building	Land Use*	Requirements (min.)**	Provided***
A	Multifamily Residential - 214 units (14 studio, 123 1-BR units, 50 2-BR units, and 27 3-BR units)	173	279
	Commercial/Retail - 3,189 sq. ft.		
B	Multifamily Residential – 361 units (29 studio, 199 1-BR units, 87 2-BR units, and 46 3-BR units)	292	505 (150 compact spaces)
	Commercial/Retail – 22,199 sq. ft.		
C	Multifamily Residential – 435 units (30 studio, 265 1-BR units, 86 2-BR units, and 54 3-BR units)	345	624 (185 compact spaces)
	Commercial/Retail – 8,310 sq. ft.		
	Municipal Office – 1,350 sq. ft.		
D, E, F	Elderly Housing – 485 units	296	342 (35 compact spaces)
	Day Care for 150 children		
On-street Parking	-	-	13****
<b>Total</b>		1,106	1,763*****

**Notes:** \*The dwelling types in the Parking Table on Sheet C-301 are incorrect. A condition is included in PGCPB Resolution No. 2025-114 requiring the applicant to revise the dwelling types and the total square footage of nonresidential uses, to be consistent with the GFA Summary Table on the coversheet of the plan set.

\*\*The minimum number of parking spaces for each building is determined based on the Institute of Transportation Engineers (ITE) for estimating parking demand across various land uses.

\*\*\*The applicant has submitted Departure from Design Standard DDS-24004 for a reduction of the standard, nonparallel parking space size from 9.5 feet by 19 feet to 9 feet by 18 feet, pursuant to Section 27-239.01 of the prior Zoning Ordinance. This is discussed below in Finding 8.

\*\*\*\*Sheet C-301 shows 16 on-street parking spaces are provided. However, the submitted plan only shows 13 spaces, which is conditioned in PGCPB Resolution No. 2025-114 for clarification and correction.

\*\*\*\*\*The submitted plan does not include any electric vehicle (EV) charge stations. The Planning Board recommends a condition, included in PGCPB Resolution No. 2025-114, requiring the applicant to note on the plan that at least 10 percent of the approved parking spaces in each building will be EV-ready parking spaces.

### Loading Spaces

Pursuant to Section 27-582(a) of the prior Zoning Ordinance, 10 loading spaces are normally required for the uses approved in the subject DSP. Per Section 27-583(a) of the prior Zoning Ordinance, however, the number of off-street loading spaces required in a M-X-T Zone are to be calculated by the applicant and submitted to the Planning Board for approval, at the time of DSP. The number of loading spaces normally required may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces. The applicant includes nine loading spaces, as some of the spaces can be readily shared by two or more uses. The Planning Board reviewed the location of the spaces, the uses they will serve, and time and duration of the usage, and recommends approval of nine loading spaces.

Building	Requirements*		Provided**
A	Multifamily Residential - 214 units 1 space: 100 to 300 dwelling units	1	1
	Commercial/Retail - 3,189 sq. ft.	1	
	Subtotal	2	
B	Multifamily Residential – 361 units	1	3
	Commercial/Retail – 22,199 sq. ft.	2	
	Subtotal	3	
C	Multifamily Residential – 435 units	2	2
	Commercial/Retail – 8,310 sq. ft.	1	
	Municipal Office – 1,350 sq. ft.	0	
	Subtotal	3	
D	Elderly Housing – 227 units	1	1
	Day Care for 150 children	0	
	Subtotal	1	
E	Elderly Housing – 181 units	1	1
F	Elderly Housing – 97 units	0	1
<b>Total</b>		10	9

**Notes:** \*Loading space requirements, per Section 27-582(a), include:

- (1) **Multifamily dwelling units:** 0 spaces for 0 to 100 units; 1 space per 100 to 300 units; and 1 additional space for each 200 units (or fraction) above 300 units.
- (2) **Retails sales and services:** 0 spaces for 0 to 2,000 square feet; 1 space for 2,000 to 10,000 square feet; 1 space for 10,000 to 100,000 square feet; and 1 space for each additional 100,000 square feet.
- (3) **Daycare for children:** No requirements.
- (4) **Office space:** 0 spaces for 0 to 10,000 square feet; 1 space for 10,000 to 100,000 square feet; and 1 space for each additional 100,000 square feet.

The number of required loading spaces in the Loading Table on Sheet C-301 is incorrect, which is conditioned in PGCPB Resolution No. 2025-114 to be corrected.

\*\*The submitted plans show the size of the provided loading spaces meet the required size of 12 feet by 33 feet.

### **Bicycle Spaces**

Sheet C-307 indicates seven short-term external bicycle parking locations. Each location includes two bicycle racks for four spaces. Therefore, 28 short-term bicycle parking spaces are included throughout the site. Details of the bicycle racks are shown on Sheet L-123. Sheet C-307 also indicates the location of a bikeshare station located on the north side of Private Road B. The Parking and Loading Table on Sheet C-301 notes 334 long-term bicycle parking spaces included in the DSP. However, the location of these long-term spaces is not shown on the plans, which is conditioned in PGCPB Resolution No. 2025-114 requiring the applicant to add such information to the plan.

3. **Location:** The site is located on the north side of I-95/495 (Capital Beltway), approximately 1,100 feet west of its interchange with MD 210, and adjacent to Bald Eagle Road. The northwest corner of the property and lands further to the northwest are within the Intense Development Overlay (I-D-O) Zone associated with the Chesapeake Bay Critical Area (CBCA).
4. **Surrounding Zoning:** The subject property is bounded to the west by Oxon Cove Park and Oxon Hill Farm, located on National Park Service (NPS) land in the Reserved Open Space (ROS) Zone (previously the R-O-S Zone), with a portion subject to the Resource Conservation Overlay (R-C-O) Zone associated with the CBCA. To the north and northeast of the property are single-family detached dwellings within the Town of Forest Heights, located in the Residential, Single-Family-65 (RSF-65) Zone (previously the One-Family Detached Residential (R-55) Zone) with a portion subject to the Intense Development Overlay (IDO) Zone (previously the I-D-O Zone) associated with the CBCA. To the east of the property is woodland in the Agricultural and Preservation (AG) Zone (previously the Open Space (O-S) Zone), with Bald Eagle Road and the interchange of I-95/495 and MD 210 beyond. To the south of the property is I-95/495, with development in the Industrial, Employment (IE) Zone (previously the Planned Industrial/Employment Park (I-3) Zone) and the edge area of the Regional Transit-Oriented, Low-Intensity (RTO-L-E) Zone (previously the M-X-T Zone) beyond. Development in the IE Zone consists of a park-and-ride lot, an office building, and the Tanger Outlet Mall, while development in the RTO-L-E Zone consists of a gas station, parking lots, and the MGM Hotel and Casino (part of National Harbor).
5. **Previous Approvals:** Zoning Map Amendment (Basic Plan) A-10055-C was approved by the Prince George's County District Council on October 26, 2021 (Zoning Ordinance No. 6-2021), to rezone the subject property from the R-55 and Rural Residential (R-R) Zones to the M-X-T Zone.

Conservation Plan CP-21006 was approved by the Prince George's County Planning Board on June 16, 2022 (PGCPB Resolution No. 2022-64) for the 1.73-acre portion of the property which

is in the I-D-O Zone. The CP preserves the area of the site within the I-D-O Zone as open space, which contains a 12-foot-wide shared-use path, a stormwater management (SWM) facility, existing utility easements, utility connections, and a picnic pavilion.

Conceptual Site Plan CSP-21004 was approved by the Planning Board on June 16, 2022 (PGCPB Resolution No. 2022-65) for development of up to 289,000 square feet of office and commercial development and a range of 1,465 to 1,870 multifamily dwelling units, including up to 485 units reserved for elderly housing.

Preliminary Plan of Subdivision (PPS) 4-22060 was approved for the subject property by the Planning Board on September 7, 2023 (PGCPB Resolution No. 2023-89), for 19 parcels to support the development of 71,918 square feet of commercial development and 1,562 multifamily dwelling units, including 362 dwelling units reserved for elderly housing. Of the 19 parcels, Parcels 1–4 are for mixed-use development; Parcels 5–7 are for elderly housing; and Parcels A–L are to be used as private street, alley, and open space parcels, which will be conveyed to a community association.

Certificate of Adequacy ADQ-2022-067 was approved by the Planning Director on July 19, 2023. This ADQ is valid for 12 years from the date of approval of the associated PPS 4-22060, subject to the additional expiration provisions of Section 24-4503(c) of the Prince George's County Subdivision Regulations. Regarding elderly housing, Condition 8 specifies a minimum of 362 multifamily housing units to be occupied by elderly persons, unless the overall unit count is respectively reduced.

6. **Design Features:** The narrow, triangular subject property is located on the west side of Bald Eagle Drive, with direct vehicular access to the site via this roadway. Private Road A, which lines the western property line and terminates at Building F, provides access to the six approved buildings (Buildings A through F) and a parking structure. From north to south, the property width increases, and the building footprints become larger. Buildings A, B, and C occupy the southern portion of the site, with a private driveway behind Buildings B and C and Private Road B, between Buildings A and B. Moving further to the north are Buildings D and E and a parking structure behind them, with a private driveway between them. Between Buildings C and D is Private Road C. In the northern part, outside the I-D-O Zone, is Building F, which is connected to Building E. The northernmost tip of the site is located in the I-D-O Zone and is preserved as open space, with a 12-foot-wide shared-use path running through it. No new development activities are included in the CBCA portion of the site, other than what was approved with Conservation Plan CP-21006. A sidewalk, located on the north side of Private Road A, stretches south to north. While Private Road A terminates at Building F, this sidewalk continues north to Seneca Drive via the 12-foot-wide shared-use path, connecting to an off-site trail system. Linear open spaces, located between Private Road A and Buildings A, B, C, and D, are designed with various amenities and supportive features that encourage a vibrant streetscape within the development.

## COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T and I-D-O Zones and the site design guidelines of the prior Zoning Ordinance.
8. **Departure from Design Standards DDS-24004:** 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 9 feet by 18 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. The Planning Board's analysis of the required findings is as follows:

**(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;**

Section 27-102 of the prior Zoning Ordinance outlines the purposes of this Subtitle, including "to promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development," and "to prevent the overcrowding of land." The subject DSP includes a reduced parking space dimension of 9 feet by 18 feet, which supports a more compact and efficient parking layout. This design minimizes the overall building footprint, thereby, preserving open space and avoiding land overcrowding and providing adequate off-street parking to meet the needs of the development. As such, the purposes of this Subtitle will be equally well or better served by the applicant's proposal, as this request could ensure that the relationship between land use and built structures remains beneficial and harmonious with surrounding properties. The applicant also cited in the SOJ that nearby jurisdictions, including Charles County and Anne Arundel County, allow a standard sized parking space that is smaller, 8.5 feet by 18 feet.

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

Due to the irregular shape of the site and the intent of minimizing building footprint and building height to reduce its impact to adjacent neighborhoods, the departure is necessary to provide sufficient parking spaces for the approved development. The departure is the minimum necessary, given the specific circumstances of the request, as the requested parking size is smaller than the required standard size, but is



bigger than the allowable compact parking space size. These factors demonstrate that the departure is the minimum necessary, under specific site constraints, and align with the applicant's goal of reducing building mass, volume, and height.

- (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 irregular configuration and steep topography of the property. It helps avoid overcrowding and excessive grading of the land, while meeting the parking requirements and accommodating site design for a blended space that safely accommodates all size vehicles. As a result, the building footprint and height can be reduced, more existing on-site woodland can be preserved, and additional land area can be dedicated to public open space.

- (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 within the site, either within a structured parking facility or integrated into the buildings they are intended to serve. 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-24004, for a departure to allow a standard, nonparallel parking space size of 9 feet in width by 18 feet in length.

9. **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 APPROVED Departure from Design Standards DDS-24004, for National View, to allow standard, nonparallel parking space sizes of 9 feet in width by 18 feet in length.

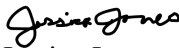
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council for Prince George's County, Maryland within thirty (30) days of the final notice of the Planning Board's decision.

\* \* \* \* \*

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 Geraldo, seconded by Commissioner Okoye, with Commissioners Geraldo, Okoye, and Barnes voting in favor of the motion at its regular meeting held on Thursday, November 20, 2025, in Largo, Maryland.

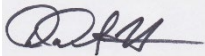
Adopted by the Prince George's County Planning Board this 11th day of December 2025.

Darryl Barnes  
Chairman

By   
Jessica Jones  
Planning Board Administrator

DB:JJ:TH:rpg

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner  
M-NCPPC Legal Department  
Date: December 9, 2025