

PGCPB No. 2025-038

File No. ZMA-2024-003

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed Zoning Map Amendment Application No. ZMA-2024-003, RST New Carrollton, 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 Neighborhood Activity Center Zone (NAC); and

WHEREAS, on May 1, 2025, RST New Carrollton LLC filed Zoning Map Amendment Application No. ZMA-2024-003, RST New Carrollton, requesting to rezone the property from the Neighborhood Activity Center Zone (NAC) Zone to the Neighborhood Activity Center Zone Planned Development (NAC-PD) Zone in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, planned development zones are intended to encourage innovative land planning and site design concepts that will support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other County goals and objectives; and

WHEREAS, planned development zones reduce the inflexibility of traditional Euclidian zoning by allowing an applicant greater freedom and flexibility in designing and constructing such things as the form of development, site circulation, the location and integration of open space and civic space, and design amenities and, in exchange for this flexibility, the applicant agrees to provide public benefits over and above what will be required under applicable development approvals including, but not limited to, provisions for subdivision adequacy; and

WHEREAS, the application for approval of the aforesaid Zoning Map Amendment was presented to the Prince George's County Planning Board of The Maryland National Capital Park and Planning Commission by the staff of the Commission on May 1, 2025; and

WHEREAS, the staff of the Commission recommended the Planning Board issue a resolution recommending APPROVAL of the application with conditions; and

WHEREAS, after consideration of the evidence presented at the public hearing on May 1, 2025, the Prince George's County Planning Board finds:

1. **Location and Site Description:** The subject site is 4.29 acres and is located on the south side of MD 450 (Annapolis Road), approximately 400 feet east of its intersection with MD 410 (Veterans Parkway), in Lanham, Maryland. The site consists of one parcel known as Parcel C, recorded in the Prince George's County Land Records in Plat Book NLP 99 Plat No. 94. Access to the property is from two driveways, one on each end of the site's frontage on MD 450. The property is currently located within the Neighborhood Activity Center (NAC) Zone. The site is a former vehicle sales lot that currently operates as an auto repair and vehicle rental facility. The development will consist of multifamily residential units, commercial uses, and outdoor passive amenities.

2. **History:** The subject site is currently occupied by a vehicle rental and vehicle repair facility and was previously used as a vehicle sales lot. The property, known as Parcel C, was recorded in Plat Book NLP 99 Plat No. 94, in December 1977. The existing 28,379-square-foot building was built in 1972, and is currently subject to Preliminary Plan of Subdivision (PPS) 4-77292.

3. **Neighborhood and Surrounding Uses:** The neighborhood is bounded to the north by MD 450; to the east by I-95/495 (Capital Beltway) and railroad tracks for the metro Orange Line, Amtrak, and MARC Penn Line trains; to the south by MD 50 (John Hason Highway); and, to the west by MD 410 and the Purple Line. The neighborhood primarily includes single-family detached housing zoned Residential Single-Family-65 (RSF-65), commercial uses zoned Neighborhood Activity Center (NAC), and high-density housing, office and commercial uses zoned Regional Transit-Oriented, High-Intensity Edge (RTO-H-E) and Regional Transit-Oriented, High-Intensity Core (RTO-H-C), with the latter two zones in proximity to the New Carrollton Metro Station. Other uses in the general neighborhood include park land zoned Reserved Open Space (ROS), high density housing zoned Residential, Multifamily-20 (RMF-20), commercial uses zoned Commercial, General and Office (CGO), and single-family detached housing zoned Residential, Rural (RR). The immediate properties surrounding the subject site and their current respective zoning designations are as follows:

North— Gas station and auto service uses in the NAC and RTO-H-E Zones.

East— Fire station and open space in the RTO-H-E Zone and single-family detached housing in the RSF-65 Zone.

South— Open space and single-family detached housing in the RSF-65 Zone.

West— Laundromat and auto service uses, open space, and bank and shopping center across the MD 450 and MD 410 intersection, all in the NAC Zone.

4. **Request:** This application seeks a zoning map amendment (ZMA) to rezone the subject property from the NAC Zone to the Neighborhood Activity Center Planned Development (NAC-PD) Zone, pursuant to Section 27-3602 of the Prince George’s County Zoning Ordinance. The approved uses, with their approximate number of units and square footages, are identified below:

USES	
Multifamily residential units	Up to 300
Commercial and nonprofit organization space	Up to 3,000 sq. ft.

5. **Development Data Summary:** The tables below provide comparison of the NAC Zone requirements and standards, and those approved for the NAC-PD Zone with this application.

	EXISTING	EVALUATED
Zone	NAC	NAC-PD
Parcels	1	1
Gross Acreage	4.29	4.29
100-year floodplain	0	0
Net Lot Area	4.29	4.29
Minimum Density	10 DU/acre	10 DU/acre
Maximum Density	90 DU/acre	90 DU/acre

Development Standards	Current NAC Zone	Approved NAC-PD Zone
Maximum block length	600 ft.	1,043 ft.
Minimum lot area	5,000 sq. ft.	5,000 sq. ft.
Minimum density	10 DU/acre	10 DU/acre
Maximum density	90 DU/acre	90 DU/acre
Minimum lot coverage	40%	40%
Maximum lot coverage	100%	100%
Minimum build-to line	15 ft.	30 ft.
Maximum build-to line	35 ft.	55 ft.
Minimum building % of lot width in build-to zone	60	60
Minimum front yard depth	0 ft.	0 ft.
Minimum side yard depth	0 ft.	0 ft.
Minimum rear yard depth	0 ft.	10 ft.
Minimum % of street level façade area abutting or facing a street frontage or pedestrian way	40	40
Minimum % of street level façade area facing a transit station or public gathering space	35	35
Maximum principal structure height	60 ft.	66 ft.

FINDINGS

- Description of Approved Project:** The Planning Board has approved a rezoning of the subject property from the NAC Zone to the NAC-PD Zone, in order to construct a multifamily residential development having varied development standards from those required by the NAC base zone. The current maximum allowed residential density in the NAC Zone is 90 dwelling units per acre, and the applicant is not proposing density that differs from the base zoning. However, the legislation which set this maximum density requirement is currently under appeal. If the appeal is successful, the maximum allowed density would be reduced to 30 dwelling units per acre, which would not permit the number of units approved for the project.

The project will raze the current building on-site, which currently functions as a vehicle rental and vehicle repair facility.

The planned building will feature a maximum of 300 multifamily residential dwelling units. The building will occupy most of the central portion of the site, rising six stories above its frontage on MD 450 and tapering down to three stories toward the south, in order to minimize impacts to a single-family detached residential area abutting the subject property to the south and east. Along the front of the building on MD 450, the first story will consist of commercial or nonprofit organizational space. The residential units and commercial or nonprofit space will surround an internal parking structure.

The applicant has planned for two public spaces on-site. One is a publicly accessible courtyard between the front of the building and the sidewalk on MD 450. This space will feature furniture and shade trees configured in a manner to promote it as a gathering space centered along the frontage of the development. At the rear of the site is a forested area planned to remain as preserved, with possible recreational use for residents. This preserved area will function as a buffer between the proposed project and the abutting area of single-family detached homes.

Two vehicular access points are planned, at either end of the site's frontage on MD 450, intended to function as an entrance and an exit. Two driveways extend south along each side of the building and enter its central parking structure. The driveways continue beyond these entrances to loading and waste storage areas. Pedestrian circulation routes are identified along the MD 450 sidewalk and between the driveways and along the building, leading from the MD 450 sidewalk to pedestrian entrances at the sides of the building adjacent to the vehicular entrances. Pedestrian routes are also marked directly from the sidewalk through the proposed courtyard to an entrance at the front of the building, two others from the side pedestrian paths to the sides of the courtyard, and from the front of the site along the MD 450 sidewalk and across a crosswalk on MD 410 to the future Glenridge Purple Line light rail station.

7. **General and Master Plan Recommendations:** The planned development ZMA is in conformance with the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), and the 1994 *Approved Master Plan and Sectional Map Amendment for Bladensburg-New Carrollton and Vicinity* (master plan).

Plan 2035

Plan 2035 includes comprehensive policies and recommendations for guiding future development within Prince George's County. The following land use policies are applicable to this rezoning:

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| Policy 1: | Direct a majority of projected new residential and employment growth to the Regional Transit Districts in accordance with the Growth Policy Map and the Growth Management Goals set forth in Table 17. (page 110) |
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Policy 3: Use Plan 2035, including the Growth Policy Map and Center Classification System, to guide the development of land use policies for all future master and sector plans, functional plans, and other county planning documents. (page 112)

Policy 5: Implement the Growth Policy Map through coordinated, multimodal transportation and mobility planning and programs. (page 114)

The land use vision of Plan 2035 is conveyed through the Growth Policy Map. The Growth Policy Map visualizes how the County should grow and contains various land uses based on the desired function and intensity of development.

The Growth Policy Map places the subject property in a Regional Transit District land use area (page 107). Regional Transit Districts merit the most dense and diverse future development under the growth policies put forward by this plan. Plan 2035 recommends directing the majority of future employment and residential growth in the County to the Regional Transit Districts, to enhance their function as the County's activity and economic centers, to stem traffic congestion, and to preserve outlying areas of the County (page 19). The use of the site most closely fits two of the generalized future land use categories as defined by Plan 2035, Mixed-Use and Residential High (page 100, Table 14):

- **Mixed-Use—Areas of various residential, commercial, employment and institutional uses. Residential uses may include a range of unit types. Mixed-use areas may vary with respect to their dominant land uses, i.e. commercial uses may dominate in one mixed-use area whereas residential uses may dominate in another.**
- **Residential High—Residential areas exceeding 20 dwelling units per acre. Mix of dwelling unit types, including apartments.**

The surrounding neighborhood is composed of single-family residential uses and suburban commercial uses immediately abutting the highways on the western side, and high-density apartment and office buildings near the New Carrollton Metro Station on the eastern side. Rezoning the site to NAC-PD and enabling a greater density of dwelling units will contribute to meeting the housing demands of the area and concentrate residential and commercial density near high-capacity transit, in line with long range planning goals for the area. This rezoning is also envisioned as enabling and promoting character and quality of life on the site and its surroundings through higher quality design and amenities, than would be possible under the current base zoning.

This rezoning meets the vision of Plan 2035's Transit Districts, because it enables high-density residential development with a high degree of pedestrian use and connectivity, proximity to high-capacity transit, and high-quality urban design within such a district as designated by the plan.

Master Plan

Within the master plan, there are five elements outlining applicable goals, policies, guidelines, or objectives: Environmental Envelope, Living Areas and Housing, Commercial Areas, Urban Design, and Circulation and Transportation. The master plan does not provide any parcel specific recommendations for the neighborhood (Neighborhood 9, page 52. See Map 3 Neighborhoods, page 42). Discussion of the proposal's attainment of the goals, objectives, and guidelines of each element (with their respective page numbers in the master plan) is provided below.

- **Environmental Envelope:** The master plan includes several goals and objectives (page 13) and guidelines (page 23) that are applicable. The applicant has identified and committed to preserving the existing tree coverage on-site, and is proposing environmental remediation through the Maryland Department of Energy, Voluntary Cleanup Program. In addition to the planned site work, the applicant has outlined additional building-specific environmental designs.
 - **Living Areas and Housing:** The master plan lists several goals and objectives (pages 37-38) and guidelines (page 55) relevant to this property. The applicant is planning a mixed-use residential property with a density of 69 du/acre. The property will be 98 percent affordable for residents earning 60 percent of the area median income (AMI). The applicant has stated that the property will include a variety of amenities, and the building will include a range of bedroom sizes to accommodate the needs of building residents. The development is consistent with the goals, objectives, and guidelines of the Living Areas and Housing chapter of the master plan.
 - **Commercial Areas:** The approved development will not include commercial use.
 - **Urban Design:** There are several applicable goals and objectives (page 91), and guidelines (page 109) listed in the master plan. The applicant has put forward several design strategies for the development which further the intent of the master plan. The applicant has provided insight into methods to improve the appearance of commercial corridors and employment areas to make them more visually attractive and harmonious with their surroundings. The applicant has provided details with designs for the pedestrian court in the front of the proposed structure along MD 450.
 - **Circulation and Transportation:** The goals and objectives listed on page 125, and guidelines on page 142 of the master plan, are relevant to this review. The applicant has provided detailed plans on the circulation routes for pedestrians and automobiles, within the development. In addition, the applicant has indicated portions of the development to comprise the pedestrian court along MD 450.
8. **Compliance with Applicable Provisions of the Zoning Ordinance:** This finding is provided to evaluate all applicable zoning provisions, as it pertains to the approved rezoning of the subject property from the NAC Zone to the NAC-PD Zone.

a. **Section 27-3602(b)(7) – Review and Recommendation by Advisory Board or Official**

(A) After holding a hearing, the Planning Board shall make a recommendation on the application in accordance with Section 27-3602(c), Planned Development (PD) Decision Standards, and transmit its recommendation to the ZHE. The Planning Board may suggest revisions to the PD basic plan and PD Conditions of Approval. The Planning Board’s recommendation shall address:

(i) Whether the application complies with Section 27-3602(c), Planned Development (PD) Decision Standards;

The subject application conforms to the planned development decision standards found in Section 27-3602(c) of the Zoning Ordinance, as detailed in Finding 8b below and summarized as follows:

The application conforms to Plan 2035, which places the subject property in a transit district, with a consequently high priority on density, mixed uses, and pedestrian friendly design. The application conforms to the master plan in its preservation of natural features, provision of a range of housing options, substantial commercial component, and much-discussed design and circulation layout.

The application meets the purposes of the NAC-PD Zone by providing moderate residential density and a mix of uses, while providing public benefits in affordable housing and a space for a nonprofit organization.

The application satisfies the standards of the NAC-PD Zone by establishing permissible development standards and enabling pedestrian and transit-oriented development in an appropriate location.

The project will not adversely impact the surrounding properties, as it will redevelop the property in line with the vision and goals of Plan 2035 for a transit district.

(ii) The need and justification for the PD zone;

The site is currently zoned NAC. Prior to the Countywide Map Amendment, the property was zoned Commercial Shopping Center (C-S-C). Current zoning allows for all residential dwelling types at a density up to 90 dwelling units per acre, as well as mixed uses. An appeal to Council Bill CB-15-2024 could reduce maximum residential density in the NAC base zone from 90 dwelling units per acre to 30 dwelling units per acre. The following chart depicts the proposed

density with what would be permitted, should current legislation be repealed:

Currently Permitted Under NAC Zoning		Permitted if NAC Standards Lowered	
Maximum Density	90 du/acre	Maximum Density	30 du/acre
Acreage	4.29	Acreage	4.29
Current Maximum Number of Units	386	Possible Maximum Number of Units	128

The applicant’s justification for the rezoning is the need for increased density to meet the Plan 2035 and master plan priorities, and to provide affordable housing. As discussed in Plan 2035, the property lies in a transit district, which focuses development towards major activity centers and high-capacity transit services.

(iii) The effect of the PD zone, if any, on the land subject to the proposed PD and on surrounding neighborhoods; and

The NAC-PD Zone will not negatively or adversely affect the subject property or the surrounding neighborhoods. The site is bounded to the north by MD 450 and auto service uses; to the east by a fire station and wooded open space with single-family detached houses beyond it; to the south by wooded open space with single-family detached houses beyond it; and, to the west by a laundromat, bank, and wooded open space.

Surrounding commercial and service uses to the north, east, and west of the property have an auto-oriented character. The project will take advantage of nearby high-capacity transit options and move the neighborhood towards the vision of a transit district. The area of single-family detached homes to the south and east of the site will be buffered from the project by existing woodlands, which will be retained by the project.

(iv) The relationship of the proposed PD zone to the purposes of this Ordinance, the General Plan, and the applicable Area Master Plan or Sector Plan, with appropriate consideration as to whether the proposed PD zone will further the purposes of this Ordinance, the General Plan, and the applicable Area Master Plan or Sector Plan.

Zoning Ordinance

The rezoning furthers the general purposes of planned development zones (Section 27-4301(a)), as discussed in Finding 8d below, and the purposes of the NAC-PD Zone (Section 27-4303(a)(1), as discussed in Finding 8f below.

General Plan

The rezoning furthers the purposes of Plan 2035, as described in Finding 7 above and, in particular, by concentrating residential development at a higher density near transit, in a designated transit district.

Master Plan

The rezoning furthers the purposes of the master plan, as described in Finding 7 above and, in particular, by providing affordable housing and a mix of uses.

b. **Section 27-3602(c) – Planned Development (PD) Decision Standards**

Prior to the approval of the PD zone, the applicant shall demonstrate to the satisfaction of the District Council that the entire development:

- (1) **Is in conformance with the General Plan, the applicable Area Master Plan or Sector Plan, or any applicable Functional Master Plan;**

Plan 2035

This application is in conformance with and furthers the objectives of Plan 2035, as discussed in detail in Finding 7 above.

Master Plan

This application is in conformance with and furthers the objectives of the master plan, as discussed in detail in Finding 7 above.

- (2) **Meets the purposes of the proposed PD zone;**

The purposes of the NAC-PD Zone are provided in Section 27-4303(a)(1) of the Zoning Ordinance, to which the application demonstrates conformance, by providing a high density and a mix of uses to support pedestrian travel and transit use, vibrant and diverse economics, and public spaces. An analysis of how the development meets the specific purposes of the NAC-PD Zone and Section 27-4303(a)(1) is provided below in Finding 8f.

- (3) **Satisfies all applicable standards of the proposed PD zone; and**

The applicable intensity, dimensional, and use standards for the NAC-PD Zone are found in Sections 27-4303(a)(2) and (a)(3) of the Zoning Ordinance. According to this section, except for minimum (residential) density (10 dwelling units per acre) and (commercial) floor area ratio (0.25), all intensity and dimensional standards are to be established in the basic plan. All approved intensity and dimensional standards for this rezoning are shown on Sheets 1 and 2 of the basic plan and described in the development data summary above, and approved changes are shown below:

- Maximum block length will be increased from 600 feet to 1,043 feet. The applicant states that it would be impossible to develop the site as two blocks, as there is insufficient right-of-way (ROW) frontage at the rear of the property for a street to run all the way through it and topography at the rear of the property would also prohibit it.
- Minimum and maximum build-to lines will be increased from 15 and 35 feet to 30 and 55 feet, respectively. The applicant states that this is to accommodate the front courtyard.
- Maximum principal structure height will be increased from 60 feet to 66 feet. The applicant states that this is necessary to allow sufficient ceiling height for the nonprofit or public space area of the building given slightly irregular heights of parking garage levels in relation to the MD 450 fronting floors, resulting from significant grade changes across the property, as vehicular entrances to the building will be significantly set back from the road.

It should be noted that the rezoning enables a maximum density for the zone identical to that under the current base zone, as legislation to impose a lower maximum density is currently being considered.

Per Section 27-4303(a)(2), the specific uses allowed in an individual NAC-PD Zone shall be established in the PD basic plan. The permitted uses established for this NAC-PD Zone are identical to those permitted in the NAC base zone, as specified in Finding 8e. below. The approved multifamily dwellings and commercial space are permitted uses. The uses are also consistent with the recommended land uses in Plan 2035.

Additional standards provided in Section 27-4303(a)(4) of the Zoning Ordinance provide criteria for the following aspects that must be met with the NAC-PD Zone:

Location Standards: The property is in a Local Center as designated for Annapolis Road/Glenridge by Plan 2035, satisfying this requirement.

Use Mixing: The development will have a mix of residential, and community/nonprofit uses.

Vertical Mixing of Residential and Nonresidential Uses: The development will feature a vertical mix of residential and nonresidential uses, which is encouraged by this standard.

Horizontal Mixing of Residential and Nonresidential Uses: The project does not feature horizontally mixed uses, which would be allowed, pending conditions, under this criterion.

Shopping Centers: The approved project does not feature a shopping center; accordingly, standards for this criterion are not applicable to the project.

Blocks and Alleys: The project will be a single building on one parcel and has limited frontage on 77th Avenue to the south. The existing block, which extends from MD 410 to 77th Avenue, is 1,043 feet. The existing block configuration was established decades ago. The applicant stated they do not plan to reduce the block length by providing a street through the project. The Planning Board did not approve this modification, which will be determined at later stages of development.

Streets: This project did not show new streets and, as such, this criterion is not applicable.

Parking: Parking will be hidden in a structure in the interior of the building. Therefore, street front parking and parking lot requirements are not applicable to the project. Details on pedestrian circulation adjacent to and through parking structures will be provided at the time of detailed site plan (DET).

Private Sidewalks and Private Street Trees: The applicant has shown sidewalks serving each pedestrian entrance on the basic plan. Dimensional and crosswalk details will be provided at the time of DET.

Connectivity: The basic plan map shows pedestrian circulation through and to adjacent sites. These connections will be reviewed at the time of PPS, but the Planning Board recommends that the applicant further investigate providing pedestrian connections to the rear of the site, to provide improved connectivity between the proposed development, community, nearby parks, and transit service, and have addressed this as a consideration.

Building Configuration: The proposed building will define the edge of the street with a narrow setback.

Transparency: The public street frontage of the building will have windows with 40 percent transparency.

Open Space Design: The basic plan features three types of open space; the formal public courtyard at the front of the site, the preserved woodland area at the rear of the site, and the private interior courtyard in

the center of the building. The Planning Board recommends greater specificity on the use of the preserved area, in designating it as a preserved area only, or as a passive recreational area open to the public or similar amenity, within limits of its preservation purpose. As previously mentioned, the Board also recommends further investigation of a pedestrian access route through this area. The Board has addressed these issues in the conditions.

Section 27-6202(e)(2) stipulates that vehicular connections must be provided to adjacent parcels. The applicant states that vehicular connections to adjacent parcels are impractical due to the uses of these parcels, and redundant due to close proximity between the neighboring vehicle entrances on MD 450. The applicant states that connection to the south is impossible due to topography and lot borders of insufficient length. The Planning Board disagrees with neighboring uses as grounds for not satisfying this criterion, as well as treating MD 450 as a substitute for these connections.

(4) Will not adversely impact the surrounding properties.

The development will not adversely affect the surrounding properties. Rezoning the subject property to the NAC-PD Zone will allow for more efficient use of land and higher quality development. It will be adequately buffered from the area of single-family detached homes to the south and east by a preserved wooded area and also reduced in height in the direction of neighboring residential areas. The layout and design of the project will be a marked improvement. The intersection is broadly characterized by commercial uses, dominated by parking lots; whereas, Plan 2035 calls for dense mixed uses within walking distance of transit service, which this project will provide.

c. Section 27-4105 – Relationships Between Base and Planned Development Zones

In certain instances, a landowner may request and the District Council may approve the reclassification of a base zone to a Planned Development zone. Generally, the Planned Development zone allows more flexibility in the establishment of form, development, and design standards for development in the zone in return for more innovative and higher-quality development, as well as the provision of public benefits. In addition, the regulations controlling development of a Planned Development zone are subject to a PD Basic Plan for development of the site, as well as PD Conditions of Approval.

Public benefits, as mentioned above, are defined by Section 27-4301(d)(3)(A) of the Zoning Ordinance as superior features in a Planned Development Zone that benefit the surrounding neighborhood, or the public in general, to a significantly greater extent than would likely result from development of the site under a base zone. They must meet the following criteria of Section 27-4301(d)(3)(B):

- i. **Benefits shall be tangible and quantifiable items;**
- ii. **Benefits shall be measurable and able to be completed or arranged prior to issuance of the first certificate of use and occupancy;**
- iii. **Benefits must primarily benefit the surrounding neighborhood or service a critical Countywide need; and**
- iv. **Benefits must significantly exceed applicable standards in PART 27-6: Development Standards.**

Section 27-4301(d)(3)(C) contains a non-exhaustive list of ways for exhibiting public benefits. Public benefits are required to significantly exceed what would be required if the project were developed under the base zone. The Prince George's County District Council is presumed to have already determined the proper zone for the subject property, and therefore, public benefits are required to be proffered by an applicant, in exchange for the District Council's consideration of the applicant's request for more favorable zoning. Public benefits should generally be commensurate with the benefit to the applicant of the Planned Development zoning. They should not include any public improvements that will otherwise be required by the applicant to obtain other development approvals, such as improvements required to address public facility adequacy under the Subdivision Regulations. The applicant, in this case, has put forth the following as public benefits of the proposed development:

Affordable Housing

The development will offer affordable housing units for 98 percent of the project, which will rent for an average of 60 percent of the area median income. The applicant also emphasizes benefits of the project's location—in an urban area with employment opportunity and transit access to the surrounding region. Condition 1 of this resolution, as modified by Applicant Exhibit 1 and Staff Exhibit 1, as read at the May 1, 2025 Planning Board meeting, requires the applicant to provide a guarantee at the appropriate stage of the development process to ensure the project offers affordable housing to residents. The Planning Board concurs that affordable housing, to the specifications proposed, is a significant public benefit and is well beyond what would be required under the base NAC zoning.

Rent Free Space for Non-Profit Organization

The applicant will dedicate at least 3,000 square feet of street front floor area as a space for a public-benefitting organization, which will not be charged rent. The applicant notes an example of provision of this kind of space in their previous development work. Condition 2 of this resolution is to guarantee a community-benefitting use of the space. Condition 2 stipulates that the applicant will maintain and administer the space for nonprofit/community uses, should a permanent tenant not be found. The Planning Board concurs that rent-free space provided to a nonprofit or community organization, or community use rent free space administered by the applicant, as outlined in Condition 2 below, is a public benefit pursuant to Section 27-4301(d)(3)(B).

Environmental Standards Superior to Base Zoning Requirements

The applicant provides a list of relevant green building standards as set forth in Part 27-6, which will collectively earn the development eight points under the scoring system outlined in the section, surpassing the four points required for a multifamily building, including:

1. Rehabilitation of a brownfield site (1 point)
2. Transit oriented/activity center redevelopment (1.25 points)
3. Redevelopment in a Neighborhood Reinvestment Area as designated in the General Plan (1 point)
4. Attainment of LEED Silver certification for building (1 point)
5. Reduced toilet flush volume (0.5 points)
6. Retention of pre-development vegetation (0.75 points)
7. Limitation on grass landscaping (0.25 points)
8. Provision of level 2 electric vehicle charging station (0.75 points)
9. Provision of a secure indoor bicycle parking room (1 point)

While green building standards will be quantifiably exceeded, the Planning Board does not consider this to be a public benefit, especially for reasons related to the criteria below:

- (First scoring criterion) Any residential redevelopment of this site would require an environmental cleanup
- (Second scoring criterion) Any development at a high density near high-capacity transit would qualify for the transit-oriented criterion
- (Third scoring criterion) Any development in a Neighborhood Reinvestment Area would qualify for this criterion
- (Sixth scoring criterion) Any redevelopment of this lot would likely retain most existing vegetation, as the rear of the site is difficult to develop
- (Seventh scoring criterion) Any development at the desired density would likely minimize grass landscaping

Multimodal Transportation Improvements – Electric Vehicle Charging Stations

The applicant notes that electric vehicle charging stations are not currently required for development in the Zoning Ordinance, but will be in 2027. The applicant plans to include electric vehicle charging stations in a number exceeding the future requirement found in Section 27-3605(e) of the Zoning Ordinance by 40 percent. The applicant did not cite demand for these extra chargers. The applicant listed pollution, noise reduction, and economic factors to argue electric vehicle chargers as a public benefit.

The electric vehicle chargers will be in the interior parking structure of the building, usable only by the building's residents and inaccessible to the public. As such, the Planning Board does not consider it a public benefit. To the applicant's argument for the chargers as a benefit to the wider public on account of emissions, noise, and economics, these are difficult factors to quantify, harder still to consider above and beyond in their improvement of public welfare.

Enhanced Streetscape Design

The applicant put forth the proposed public courtyard at the front of the site for this benefit, stating that it maximizes the public benefit to be gained from the applicable open space set-aside requirements. The applicant stated that the courtyard is located and designed to function as a public space, placed along a public sidewalk and open to it along the whole length of the site's MD 450 frontage. The applicant proposed three conditions of approval to guarantee public function of this proposed space: one requiring the square to be 40 percent greater in size than the minimum requirement for a square; one requiring the applicant to identify locations of necessary public pedestrian access easements at the time of DET; and, one requiring the applicant to execute the previously mentioned public pedestrian access easements at the time of final plat.

The Planning Board found that the proposed public space at the front of the site should not be counted as a public benefit under this Code section, as it will be counted toward open space set-aside requirements, which also set requirements for design of the area. The included open space set-aside exhibit shows more open space set-aside than the minimum required, but there is not enough space set aside overall to separately count the space provided in the front courtyard as above and beyond normal requirement in magnitude. The applicant proposed to provide public pedestrian access easements to the courtyard. The Board finds that these are not strictly necessary, given the space is public and abuts a public ROW.

d. **Section 27-4301(a). – General Purposes of Planned Development Zones.**

The Planned Development (PD) zones are established and intended to encourage innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development, environmental sensitivity, energy efficiency, and other County goals and objectives by:

(1) Reducing the inflexibility of zone standards that sometimes results from strict application of the zone development, form, and design standards established in this Ordinance;

The flexibility provided by the NAC-PD Zone will allow the applicant to develop the site at a density currently allowed in the NAC base zone, should pending legislation significantly reduce the maximum allowable density in the base zone. This legislation would bring maximum allowable density in the NAC Zone from the current 90 dwelling units per acre to 30, and the maximum allowable units on the site from 386 to 128. A larger number of units and a greater residential density will allow for more pedestrian travel and transit use, both of which are goals for the neighborhood in Plan 2035.

Pursuant to the proposed development standards, a maximum of 300 multifamily dwelling units and a maximum density of 69 dwelling units per acre are approved. Without the approved rezoning, the project would risk sharp imposed reductions in the benefits described above, should pending legislation lower the maximum residential density in the base zone, as specified above.

The purposes of the NAC-PD Zone are generally to promote vibrant, walkable, mixed-use development at a low- to moderate-density. A further purpose is to reduce automobile dependence and promote transit, pedestrian, and bicycle access and travel. A more complete consideration of the NAC-PD Zone's purposes and requirements is provided in Finding 8f. below.

With its high maximum density, pedestrian centered design, mix of uses, and close or immediate proximity to current and future transit options, the project is considered appropriate for NAC-PD Zone purposes.

(2) Allowing greater freedom and flexibility in selecting:

(A) The form and design of development;

The site will be developed as a dense residential building with an interior parking structure. The building will occupy most of the site, with a courtyard between the front of the building and the existing sidewalk along MD 450. The design will prioritize pedestrian circulation and access and promote more vibrant activity with street-level commercial uses and public space. These design qualities will also allow residents and visitors better access to transit, with density and design oriented to pedestrian circulation, rather than the dispersed development surrounded by parking lots more typical in the neighborhood.

The intensity standards are more conducive to these benefits, with a reduced build-to line allowing direct pedestrian access to the sidewalk at the front of the site, and transit and other destinations within walking

distance. The density standards will bring these benefits to a greater number of residents should the aforementioned legislation be adopted.

(B) The ways by which pedestrians, bicyclists, transit users, and motorists circulate;

The proposed PD Zone will promote the pedestrian-centered nature of the access and circulation designs. The building is oriented toward its street frontage and the existing sidewalk, with parking hidden in the interior of the building and subordinated functionally and aesthetically to pedestrian circulation.

(C) The location and design of the development respective and protective of the natural features of the land and the environment;

Staff identified a small area at the northwest corner of the site containing a primary management area (PMA) for steep slopes, with a stream nearby. The site contains other, unregulated steep slopes, but no disturbance to any of these features is proposed. A portion of woodland on a slope at the rear of the site is specified as being set aside for preservation. Areas to be disturbed are mostly currently built or paved over.

(D) The location and integration of open space and civic space into the development; and

The rezoning's allowance for higher density and intensity will promote a more attractive public space at the front of the site, with a more varied and recessed front façade for the building, defining a deeper and more centralized courtyard.

(E) Design amenities.

The RST New Carrollton development includes design principles that will be responsive to the purposes of the NAC-PD Zone. These principles include, but are not limited to the following:

- Pedestrian-oriented development: The basic plan shows a layout prioritizing pedestrian circulation, with a mixed-use building directly abutting a sidewalk, with parking hidden in the interior by residential units and commercial space. The residential density, along with a high level of transit access, is also intended to contribute to a more walkable neighborhood, promoting a critical mass of economic and social activity to catalyze similar development in the neighborhood.

- Improved architecture: Beyond the functional improvements enabled by the rezoning, it will mandate higher quality architecture and the use of higher quality materials, resulting in a more attractive building. The applicant has specified quantitative improvements in the building's design to these effects. Should the aforementioned legislation be repealed, the innovative design proposed for the building would be less appropriate without the approved rezoning.

(3) Where appropriate, allowing greater freedom in providing a well-integrated mix of uses in the same development, including a mix of nonresidential development, housing types, lot sizes, and densities/intensities;

The development includes a mix of uses, in the form of ground-floor commercial and institutional space below residential units on upper stories on the site's MD 450 frontage. This will provide residents and visitors with immediately accessible amenities and reduce dependence on driving, and also to catalyze future pedestrian-oriented development in the neighborhood.

(4) Allowing more efficient use of land, with coordinated and right-sized networks of streets and utilities;

The planned development rezoning enables greater density and intensity of the proposed development, both of which increase the economic and environmental efficiency or sustainability of the site. Designing for greater density also tends to lead to a more human scale, and safer, more attractive design, as described in previous sections. The density and pedestrian-oriented layout for this project reinforces these positive qualities, and the availability of high-capacity transit ensures that negative externalities of vehicular traffic are minimized to the greatest possible degree. This rezoning will enable these efficiencies and benefits in the event the maximum allowed density in the base zone were reduced.

(5) Promoting development forms and patterns that respect the character of established surrounding neighborhoods and other types of land uses;

As discussed in previous sections and finding 8e below, the project is envisioned as more transformative than uniform with the design of abutting uses. The future Maryland Transportation Authority (MTA) Purple Line light rail service is envisioned as a means of both improving the character and function of the places it will serve, and of preserving the character of outlying areas of the County by facilitating more and denser development along its corridor. As mentioned in Finding 8e below, the site is buffered from less intensely developed residential areas by a forested area, most of which the applicant will preserve. The project will mark a sharp departure from neighboring uses, aesthetically, but this can be seen as a benefit rather than a negative impact by being a catalyst to enhance

development in the area while retaining appropriate transitions to the lower density residential uses in the surrounding neighborhood.

(6) Improving community services and facilities and enhancing functionality of vehicular access and circulation; and

As approved, the development does not significantly change the layout of vehicular circulation; two access points to the site currently exist, similarly at either end of its frontage. One access point will serve as an entrance, the other as an exit, though detailed drive aisle dimensions are not provided at this stage of review. Increased pedestrian use, as enabled by design of the project, density, and proximity to transit will improve vehicular travel by lessening demand for it.

(7) Promoting development forms that respect and take advantage of a site's natural, scenic, and man-made features, such as rivers, lakes, wetlands, floodplains, trees, historic features, and cultural and archeological resources.

The site currently consists of an upper, almost entirely built and paved over area occupying most of its front and central portions, and rear and peripheral areas characterized by woodland and steep slopes. The project will develop the already disturbed areas more intensely while largely not touching the wooded, steeply sloped portions of the property. The applicant will dedicate the largest contiguous woodland area of the site as a preserve, with possible low-impact recreational use.

e. **Section 27-4301(d). – General Standards for All Planned Development Zones.**

Before approving a PD zone classification, the District Council shall find that the application for the PD zone classification, as well as the PD Basic Plan and Conditions of Approval, comply with the following standards:

(1) PD Basic Plan

The PD Basic Plan shall:

(A) Establish a statement of planning and development goals for the zone that is consistent with the General Plan and the applicable Area Master Plan or Sector Plan and purposes of the PD Zone;

As stated in the applicant's SOJ, the planning and development goal for the proposed development is to create a "transit oriented development with the NAC-PD Zone to support a high quality of life and introduce a high quality urban development." The applicant lists environmental design, energy efficiency, efficient vehicular circulation, pedestrian focus, and communal spaces as guiding priorities. The applicant

emphasizes the courtyard, hidden parking, mixed uses, and natural area set aside as measures central to fulfilling the planning and development goal.

- (B) Establish the specific principal, accessory, and temporary uses permitted in the zone. They shall be consistent with the Principal Use Tables (and may only be selected from uses identified as Allowable in the desired PD zone) in Section 27-5101(e), Principal Use Table for Planned Development Zones, and the purposes of the particular type of PD zone, and be subject to applicable use-specific standards identified in the PD Basic Plan, and any additional limitations or requirements applicable to the particular type of PD zone;**

The permitted principal uses for the development include all those permitted in the NAC-PD Zone as listed in Table 27-5101(e) of the Zoning Ordinance. The permitted accessory uses for the development include all those permitted in the NAC-PD Zone as listed in Table 27-5201(d). The permitted temporary uses include all those permitted in the NAC-PD Zone as listed in Table 27-5301(d).

- (C) Establish the general location of each development area in the zone, its acreage, types and mix of land uses, number of residential units (by use type), nonresidential floor area (by use type), residential density, and nonresidential intensity. The residential density and nonresidential intensity shall be consistent with the general purposes of the PD zone and the specific requirements of the individual PD zone;**

The project is not large enough to consider multiple development areas, but the basic plan establishes a mixed land use on the existing 4.29-acre site, a maximum residential density of 90 dwelling units per acre, and minimum front, side, and rear yard depths of zero feet, zero feet, and 10 feet, respectively. The residential density and building intensity requirements are consistent with the purposes and requirements of this NAC-PD Zone, as described in Section 27-4303(a) and the basic plan.

- (D) Establish the dimensional standards that apply in the PD zone. The dimensional standards shall be consistent with the requirements of the individual PD zone, and its purposes;**

The approved dimensional standards are shown in the development summary section and in (C) above.

- (E) Where relevant, establish the standards and requirements that ensure development on the perimeter of the PD zone is designed and located to be compatible with the character of adjacent existing or**

approved development. Determination of compatible character shall be based on densities/intensities, lot size and dimensions, building height, building mass and scale, form and design features, location and design of parking facilities, hours of operation, exterior lighting, siting of service areas, and any other standards deemed appropriate by the District Council;

While the project represents a sharp change in character and design from bordering parcels, the Planning Board found that this standard is not relevant to the project for two reasons. The first reason is that abutting parcels are commercial in use and dominated by parking lots; there is no residential character that would be harmed by more intense bordering development. There is single-family detached housing south of the site, but it will be buffered by an existing wooded area on an undevelopable slope on the south end of the property. The building will also be stepped down toward the rear of the property, to further reduce any incompatible dimensions, in conformance with Section 27-61203(a), Neighborhood Compatibility Standards, of the Zoning Ordinance. The Board has approved two modifications of Section 27-61203(c), which mandate similar roof types to neighboring residential units and balconies facing away from neighboring residential units. The Board has approved waiving these requirements, as the building will be more than 100 feet from the neighboring residential dwellings and buffered by woodland.

The second reason is that the project will have a character and density more appropriate for long range visions for the neighborhood than its current surroundings. Areas near future Purple Line light rail stations are prioritized by general and sector plans for dense, mixed use, walkable, urban-style development. The intent is for surrounding properties to eventually adopt and develop with similar character to the project.

(F) Establish the general location, amount, and type (whether designated for active or passive recreation) of open space, consistent with the purposes of the individual PD zone;

Section 27-6403 of the Zoning Ordinance states that the open space set-aside amount for developments in an NAC-PD Zone, is 7.5 percent. The basic plan shows conformance with this requirement, with the courtyard at the front of the site and the woodland preserve at the rear of the site. Conformance with minimum requirements for open space set-asides must be demonstrated with subsequent development applications.

- (G) Identify the general location of environmentally sensitive lands, resource lands, wildlife habitat, and waterway corridors, and ensure protection of these lands consistent with the purposes of the individual PD zone and the requirements of this Ordinance;**

As noted in the natural resources inventory (NRI) completed for the site, it contains or is close to 41 acres of woodland, a portion of a PMA for a nearby stream, and Christiana complex soils. The Planning Board found that little, if any, undisturbed land will be altered by the proposed project, with the already disturbed portion of the property being put to more efficient use. The applicant noted that the intact woodland area at the rear of the site will be preserved.

- (H) Identify the general location of existing on-site and adjacent historic sites and districts and archeological and cultural resources;**

Staff found no evidence of historic or archaeological sites within or adjacent to the property, and a low likelihood that any would be found during work on the property. The Planning Board will not require a Phase I archaeology study. The applicant notes that two historic houses are located within 0.5 mile of the site, but they are out of the viewshed of the project.

- (I) Identify the general on-site pedestrian circulation system, including any existing on-site and adjacent pedestrian circulation systems (pedestrian and bicycle pathways, and trails), and how it will connect to off-site pedestrian systems in ways that are consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

The basic plan shows a site design oriented toward existing pedestrian infrastructure, and generally prioritizing pedestrian access in its most visible portion, with vehicle parking hidden in the interior of the building and accessed via peripheral driveways. The basic plan shows pedestrian circulation along the front of the site, on MD 450, with two branching pedestrian routes south along the sides of the building, along sidewalks between the driveways and the building. These extend about halfway along the buildings length from north to south. The basic plan shows two pedestrian access points on either side of the building from each end of these routes, and another at the front of the building along MD 450, accessed from the existing sidewalk through the center of the proposed courtyard. The plan also shows pedestrian access points at the east and west ends of the courtyard from the two side paths. The Planning Board approved a consideration of pedestrian connections from the rear of the site to a park to the southeast.

- (J) Identify the general design and layout of the on-site transportation circulation system, including the general location of all public and private streets, existing or projected transit corridors, and how they interface with the pedestrian circulation system, and connect to existing and planned County and regional systems in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

The basic plan includes two vehicular access points to the site, which feature driveways at either end of the property's MD 450 frontage. Both driveways, with attendant sidewalks, lead to entrances to the building's interior parking structure, both about halfway down the building's sides from the north (where the sidewalks terminate). The driveways then continue south along the sides of the building, almost to the rear of the site, terminating in loading and waste storage areas. Directionality of vehicular circulation through the site is not yet specified.

The site is served by a major Metrobus route running on MD 450 between the Rhode Island Avenue and New Carrollton Metro Stations, and a minor route serving local stops between the Cheverly and New Carrollton Metro Stations. Both of these routes have stops directly on adjacent properties. The New Carrollton Metro Station, the eastern terminus of the Washington Metropolitan Area Transit Authority's Orange rapid transit line, is within a 1.0 mile walk of the property, on existing sidewalks.

The future Glenridge light rail station, on the MTA Purple Line, is currently under construction on the south corner of MD 450 and MD 410, across the latter road, about 300 feet from the rear of the property. The Purple Line will run from the New Carrollton Metro Station to Bethesda, via College Park, Silver Spring, and other destinations to the north and west, and will offer Orange, Green and Red metro line connections. This high degree of proximate future transit connection and service makes the density, use mix, and pedestrian viability of this project high priorities.

- (K) Identify the general location of on-site potable water and wastewater facilities, and how they will connect to existing and planned County and regional systems in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

The rezoning did not show water supply or sanitary sewer connections, though the applicant has stated that the proposed project will connect to existing water and sewer infrastructure. The proposed locations of these connections and consideration of any changes in level of demand will be required at the time of PPS.

- (L) Identify the general location of on-site storm drainage facilities, and how they will connect to existing and planned County systems, in a manner consistent with the purposes of the individual PD zone, and the requirements of this Ordinance;**

The applicant has not yet specified proposed stormwater management (SWM) measures or their locations on the site. A SWM concept plan approved by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) will be required at the time of PPS and DET.

- (M) Identify the general location and layout of all other on-site and off-site public facilities serving the development (including any municipal public facilities, when the subject property is located within a municipality), and how they are consistent with the purposes of the individual PD zone. The other on-site and off-site public facilities considered shall include—but not limited to—parks, schools, and facilities for fire protection, police protection, EMS, stormwater management, and solid waste management;**

The subject property is not located within a municipality, but it is adjacent to the New Carrollton municipality, which includes the MD 450 ROW on its adjacent section. The property is adjacent to West Lanham Hills Park, to the south. The Planning Board approved consideration of a direct pedestrian connection to this park, but has noted opposition of residents abutting the park and skepticism on the part of the applicant. Glenridge Park is within 1.0 mile of the site, to the north. The property is served by Glenridge Elementary School, Charles Carroll Middle School, and Parkdale High School. The property is served by Prince Georges County Fire and EMS West Lanham Hills Division No. 828, and the Prince George's County Police Department, Division I, Hyattsville.

- (N) Establish provisions addressing how transportation, potable water, wastewater, stormwater management, and other public facilities will be provided to accommodate the proposed development;**

Sections (I), (J), (K), and (L) in Finding 8e above, provide for specific discussion of each of these necessities.

- (O) Establish the development standards that will be applied to development in accordance with Section 27-4301(d)(2), Development Standards.**

Compliance with these standards will be fully detailed and evaluated in future stages of the review process, but general descriptions of the development standards are noted in the development data summary section above, in accordance with Section 27-4301(d)(2).

f. **Section 27-4303(a) – Neighborhood Activity Center Planned Development (NAC-PD) Zone**

(1) **The purposes of the Neighborhood Activity Center Planned Development (NAC-PD) Zone are:**

- (A) **To accommodate and promote the establishment of high-quality, vibrant, lower- to moderate-density, mixed-use development that fosters economic development, reduces automobile dependency, supports walkable areas, and provides opportunities for alternative modes of travel;**

The NAC-PD Zone will allow the applicant the flexibility to develop the site at the density and intensity currently allowed in the base NAC Zone, should current proposed legislation lower the maximum allowed density in the NAC base zone.

The development is moderately dense in residential units, with street-level, street-facing retail. Parking is hidden in the interior of the proposed building, allowing a more pedestrian friendly layout and design for the front of the site on MD 450. The building will front on a landscaped public space and an adjacent sidewalk along MD 450, improving pedestrian orientation. The project is also within walking distance, via necessary existing sidewalks and crosswalks, of the future Glenridge MTA Purple Line light rail station, which will provide service to the New Carrollton Metro Station, within 1.0 mile, and north toward College Park and Montgomery County.

- (B) **To provide use types and densities/intensities needed to support mixed-use and transit-supportive development (as appropriate);**

The NAC-PD Zone will allow the applicant the flexibility to develop at the necessary density to support transit, should proposed legislation lower the maximum density of the base NAC Zone. This is an important consideration with the construction of the MTA Purple Line in progress, and the opportunities for viable walkable, mixed-use development that it will allow. The project also includes a mix of uses.

- (C) **To encourage a live, work, shop, and play environment that serves as an economic driver for the County's Neighborhood Centers;**

The basic plan includes a vertical mix of uses in a compact area, promoting a mix of activities within the site and within the neighborhood in the manner recommended by this criterion. The Planning Board notes that the proposed project could set a transformative tone for the immediate vicinity in this regard. The intersection of MD 450 and MD 410 is currently dominated by auto-oriented commercial development, and mixed-use development could boost the economy of the neighborhood, with high capacity transit and an improved pedestrian environment in place to absorb more of the impacts of growth.

(D) To include a well-integrated mix of complementary uses, including commercial, personal services, office, and recreation, where appropriate to support residential uses and serve the needs of the surrounding neighborhood;

The basic plan includes a mix of uses serving the neighborhood's commercial needs in part by bringing some residents within walking distance of retail and services. The plan also includes a rent-free community or nonprofit space, which will meet neighborhood needs in some way.

(E) To provide multiple, direct, and safe vehicular, bicycle, and pedestrian connections between developments;

The basic plan includes two vehicular access points, one at each end of the property's MD 450 frontage. Vehicle circulation will follow the property's eastern and western borders, with entrances to its interior parking structure on either side of the building, and continued circulation along the borders to waste storage and loading areas. The plan includes five pedestrian access points to the building, four along the sides of the northern half, and one at its front on the proposed park area along MD 450. The applicant also notes pedestrian circulation on the abutting sidewalk on MD 450.

The Planning Board notes that vehicular connectivity will remain the same as what currently exists.

The Board discussed a priority pedestrian connection not addressed in the basic plan, and addressed it in a consideration: a pedestrian access from the rear of the site to the pedestrian path along 77th Avenue to West Lanham Hills Park should be considered. This existing walking trail to West Lanham Hills Park could provide a useful pedestrian connection to the north for residents of the single-family residential area south and east of the site. Residents of this area have expressed opposition to this connection to the applicant. The applicant has also expressed skepticism of such a connection's viability.

(F) To incorporate buildings, open spaces, and other site features that are arranged and designed to create an inviting, walkable, safe, and interactive environment;

The planned landscaped courtyard along the building's MD 450 frontage is designed as an inviting, safe, and interactive space. The rough layout of this space includes a recessed portion in the center of the building frontage, enhancing its inviting quality by giving it a central aspect. The applicant will incorporate seating, landscaping, and adjacency to pedestrian circulation, to promote the area as a gathering space and encourage further pedestrian travel in the project's vicinity. Given the small size of the courtyard, the Planning Board does not consider this area as a public benefit, but its design complies with this finding and the requirement for open space set-aside.

(G) To include distinctive and attractive public spaces that help create an identity and sense of place for the zone; and

As described above, the planned public space along the building's MD 450 frontage is configured around an indentation in the front of the building, and landscaped and furnished in a manner to center it around a focal point. In addition to inviting and safe qualities, this building and open space configuration is conducive to a distinctive sense of place.

(H) To provide a range of housing options.

The applicant will construct residential units that will be rented below market rate. While there is considerable multifamily housing in the neighborhood, surrounding areas are dominated by single-family detached housing. Given planning priorities for the area, availability of high capacity transit within 1.0 mile, and construction of new high capacity transit in the immediate vicinity of the site, multifamily development is needed to balance the neighborhood's portfolio of available housing.

g. Section 27-4402 – Policy Area Overlay Zones

The subject property is not located within a policy area overlay zone, though it borders on the prior New Carrollton Transit District Overlay Zone (TDOZ), reflecting its proximity to the New Carrollton Metro Station and the prior Zoning Ordinance's associated development priorities for areas close to transit. With the Glenridge Purple Line light rail station under construction, but not yet reflected in a transit district overlay zone or similar designation, the Planning Board emphasizes that the proposed project should be designed with similar or greater consideration of transit to that under the prior neighboring TDOZ.

h. **Part 27-6 –Development Standards**

Per Section 27-3602(a)(5)(H), Planned Development Zoning Map Amendment Submittal Requirements, of the Zoning Ordinance, a PD-ZMA application shall include a proposed PD basic plan and proposed PD conditions of approval addressing all requirements and standards set forth in Section 27-4300, Planned Development Zones, of the Zoning Ordinance.

Per Section 27-4301(d)(2), General Standards of All Planned Development Zones, of the Zoning Ordinance, before approving a PD Zone classification, the Prince George's County District Council shall find that the application for the PD Zone classification, as well as the PD basic plan and conditions of approval, comply with the development standards in Part 27-6, Development Standards, and the 2018 *Prince George's County Landscape Manual* (Landscape Manual) shall apply to all development in each PD Zone. Conformance with the development standards will also be further evaluated at the time of DET.

The Planning Board found that, as described in the applicant's SOJ, the proposed development will meet the applicable development standards. The following discussion is offered:

(1) Section 27-6200 Roadway Access, Mobility, and Circulation

Detailed consideration of roadway access, mobility, and circulation on the site, is provided in Finding 8e above.

(2) Section 27-6300 Off-Street Parking and Loading

Parking will be within the interior of the proposed building, surrounded and hidden by residential units and commercial space, to enable orientation of the buildings to the street and better pedestrian safety and function.

(3) Section 27-6400 Open Space Set-Asides

Section 27-6403 states that the minimum set aside amount for a mixed-use development in the NAC-PD Zone is 7.5 percent. Features that can count toward the open space set-aside amount include natural features (lakes, ponds, rivers, streams, bays, shorelines, wetlands, drainageways, and other riparian areas), active recreational areas (areas and facilities used for active recreational purposes, such as ballfields, playgrounds, tennis courts, pools, jogging trails, community buildings, clubhouses, and land dedicated for parks), passive recreation (plantings and gardens), squares, forecourts, plazas, required landscape areas and agricultural buffers, SWM areas treated as site amenities, and public access easements with paths or trails. At the current stage of review, the public courtyard and the preserved area at the rear of the site are designated as open space set-asides.

(4) Section 27-6500 Landscaping

This development will be required to demonstrate conformance to the Landscape Manual at the time of DET. Per Section 27-4301(d)(2), any modifications to the Landscape Manual may only be made pursuant to alternative compliance or a major departure.

(5) Section 27-6600 Fences and Walls

All fences and walls within the development will be required to demonstrate conformance with the section at the time of DET.

(6) Section 27-6700 Exterior Lighting

A lighting plan or photometric plan will be required at the time of DET, demonstrating how all exterior lighting would comply with the standards of this section. The Planning Board recommends lighting in compelling and diverse forms as a placemaking aid. The applicant has not proposed detailed concepts for lighting at this stage of review, but has indicated it will be an emphasized feature at the pedestrian-scale along MD 450.

(7) Section 27-6800 Environmental Protection and Noise Controls

The Planning Board has provided the following discussion of environmental requirements, to which this plan will be subject:

Natural Resources Inventory

An approved NRI-137-2024 was included in the application. The plan shows the site is mostly developed with a former car dealership. The southern portion of the site contains a wooded steep slope. There are no regulated environmental features (REF) on-site; however, a small amount of PMA is located on the northwest corner of the site for steep slopes associated with an off-site stream.

Woodland Conservation

The project is subject to the 2024 Woodland and Wildlife Habitat Conservation Ordinance (2024 WCO) and the environmental regulations contained in Subtitles 24, 25, and 27 of the Prince George's County Code. The woodland conservation and afforestation thresholds will remain at 15 percent with the approved NAC-PD Zone.

The site does not qualify for a standard letter of exemption from the 2024 WCO because the site is greater than 40,000 square feet. All future development applications will require tree conservation plans (TCPs) in accordance with the 2024 WCO. Because the project is within the Annapolis Road/Glenridge Transit Oriented Neighborhood Center, in accordance with Section 25-121(c)(1)(B)(ii)

of the County Code, the woodland removed shall be replaced at a ratio of 0.25 acre planted for every 1.0 acre removed. In accordance with Section 25-121(c)(3) of the County Code, the woodland conservation and afforestation thresholds shall be met on-site and, per Section 25-121(c)(1)(c) of the County Code, all unforested riparian buffers on-site shall be afforested.

Specimen Trees

The approved NRI-137-2024 identifies no specimen trees on-site, but two were located off-site.

Stormwater Management

Section 27-3605(c)(5)(F)(x) of the Zoning Ordinance requires an approved SWM concept plan and approval letter in the DET application. A site development concept is required to be reviewed by DPIE. The concept shall be submitted and reviewed with the future PPS and DET and the layout consistent with the TCPs.

Soils

Section 27-6809, Unsafe Lands, of the Zoning Ordinance, states that “all applications shall conform to the requirements pertaining to unsafe land in Section 24-4300, Environmental Standards, of Subtitle 24: Subdivision Regulations.” This application will use the current Prince George’s County Subdivision Regulations, and Section 24-4101(c) (1) states “The Planning Director or Planning Board, as appropriate, shall restrict or prohibit the subdivision of land found to be unsafe for development. The restriction or prohibition may be due to a) natural conditions, including but not limited to flooding, erosive stream action, high water table, unstable soils, severe slopes or soils that are unstable either because they are highly erodible or prone to significant movement or deformation (Factor of Safety < 1.5), or b) man-made conditions on the land, including but not limited to unstable fills or slopes.”

The predominant soils found to occur, according to the U.S. Department of Agriculture, Natural Resource Conservation Service, Web Soil Survey, is Urban land-Russett-Christiana complex. Christiana clay is mapped on the site, but no geotechnical issues have been identified at this time. The applicant indicated in the SOJ that the site contains contaminated soils from its prior use as a car dealership. The applicant intends to enroll in the Maryland Department of the Environment’s Voluntary Cleanup Program to clean up the site. Future development applications shall include detailed information regarding the cleanup of contaminated soils found on-site.

Erosion and Sediment Control

Section 27-6805 of the Zoning Ordinance requires an approved grading, erosion, and sediment control plan. Development shall comply with the requirements for sediment and erosion control, in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sediment Control, of the County Code.

Erosion and sediment control will be addressed at the time of DET, along with the Type 2 tree conservation plan (TCP2). The TCP2 must reflect the ultimate limits of disturbance, not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures.

(8) Section 27-6900 Multifamily, Townhouse, and Three-Family Form and Design Standards

The residential portion of the project will consist entirely of multifamily dwelling units. Standards for multifamily development found in Section 27-6900 of the Zoning Ordinance speak to site access and parking, building orientation, length and façade variation and materials, window transparency, roofs, garages, and outdoor activity areas. These standards are designed more for suburban multifamily development than the mixed-use, urban style, compact development approved for this project, but where applicable, the project generally surpasses these standards, which will be evaluated in more detail at the time of DET.

(9) Section 27-61000 Nonresidential and Mixed-Use Form and Design

Section 27-61000 of the Zoning Ordinance addresses the following form and design aspects for mixed use development:

Front Streets

The project fronts on a planned public courtyard.

Single-Building Development

The project is oriented to MD 450 in the manner prescribed in this criterion.

Façade Articulation

The applicant has stated that a high degree of façade articulation will be proposed at the time of DET. Detailed building designs have not been provided at this stage of review.

Façade Materials

Detailed building specifications have not been provided at this stage of review.

Façade Fenestration/Transparency

The applicant has stated that windows along the site's sidewalk frontage will feature up to 40 percent transparency.

Roofs

Detailed building specifications have not been provided at this stage of review. However, the Planning Board has granted a waiver of roof type requirements, as set forth in Section 27-61203(c), due to distance from nearest neighboring residential dwellings over 100 feet.

Location of Off-Street Parking

The project, as approved, exceeds these standards by surrounding parking completely with residential units and commercial space.

Loading, Service and Equipment Areas

Loading, service, equipment, and/or outdoor storage areas are located in a manner that minimizes their visibility from off-site areas, but details on screening measures have not been provided at this level of review.

(10) Section 27-61200 Neighborhood Compatibility Standards

As discussed in Findings 8b and 8e(1)(E) above, the project would not have an adverse impact on surrounding properties, as parcels immediately abutting to the north, east, and west are commercial in use and less vulnerable to character impacts, and nearby single-family housing is buffered from the project by wooded open space to be left intact. The building will be stepped down toward the rear of the property in the direction of neighboring single-family homes, in conformance with Section 27-61203(a). The Planning Board has granted two modifications to Section 27-61203(c):

Section 27-61203(c)(1)(A): Use a similar roof type to adjacent single-family detached dwellings

Reason: The planned building is more than 100 feet from existing single-family dwellings, not triggering requirement per Figure 27-61203(c).

Section 27-61203(c)(1)(E): Orient porches, balconies, and outdoor activity areas away from adjacent single family detached dwellings

Reason: Balconies will be screened from nearby single-family dwellings by wooded area.

(11) Section 27-61500 Signage

No signage was proposed with the subject application. Signage proposed in subsequent applications are required to conform to this development standard section.

(12) Section 27-61600 Green Building Standards

The applicant shall strive to utilize green building techniques applicable for the proposed residential development, and has stated this intention. Green building techniques will be evaluated at the time of DET.

i. **Part 27-4301(d)(2) – Development Standards**

The applicant has requested the three following modifications to the development standards to accomplish the goals of the basic plan:

Cross Access Between Adjoining Developments

The applicant requested to waive the requirement as stated in Section 27-6206(e) that vehicular circulation on a site be connected to that of commercial or mixed uses on adjacent properties. The applicant cited potential conflict with emergency vehicles on the fire station lot to the east and a laundromat to the west, and stated that additional connection to the commercial uses to the west would be redundant with all parcels having access to MD 450. The Planning Board does not support a waiver of these requirements for these reasons, and will require justification to waive these requirements at the time of PPS.

Building Design (roofs)

The applicant requested to modify the requirement stated in Section 27-61203(c) that the proposed development must use a similar roof type to that of adjacent single-family detached dwellings, to allow a flat roof. The applicant stated that the type of roof used by the nearby single-family dwellings would be unsuitable for the style of building proposed; that the proposed project is buffered from the single-family dwellings to an extent that such style continuity would be unnecessary; that this requirement does not apply to the proposed project as it is more than 100 feet from neighboring single-family dwellings; and, that the current building on-site has a flat roof.

Building Design (porch, balcony orientation)

The applicant requested to waive the requirement, as stated in Section 27-61203(c), for porches and balconies to face away from single-family residential housing. The applicant noted that the proposed balconies on the south side of the building will face a woodland area, and not look directly on to the single-family residential area beyond. The applicant also states that the rear side of the building will be stepped down in terms of height from the front of the building, complying with part (a) of this Zoning Ordinance section.

Conclusion on Modifications to Development Standards Requested

The Planning Board found the applicant's requested modifications to building design standards, specifically roofs and porch and balcony orientation, as described above, are reasonable. The standard for roofs in particular does not apply to this case. There is less of a clear exemption for the porch, balcony orientation requirement, but considering the proposed step down of the building toward its rear, the wooded buffer area is wide enough to screen the existing single-family homes from rear-facing balconies on the proposed building.

The Board does not agree with the applicant's provided rationale for a waiver of connectivity standards under Section 27-6206(e). Inter-parcel connectivity is meant to prevent unnecessary short distance vehicle trips on arterial roads, so being a short distance from a neighbor on MD 450 is not a reason to seek this waiver under this

section. Conflicts with uses are also not grounds for a waiver under this section. As mentioned above, the Board will require justification of such a waiver at the time of PPS.

9. **Community Feedback:** The Prince George’s County Planning Department received correspondence from two members of the public opposing the project, who also spoke before the Planning Board.

Opposition Exhibit 1 detailed a member of the public’s concerns of vehicular traffic related to continuing construction in the immediate neighborhood and increased residential density, multifamily housing oversupply, the safety of Lanham Hills Park, helpfulness of the planned rent-free nonprofit or community space, environmental impacts, and opposition to any direct pedestrian connection to West Lanham Hills Park. This member of the public spoke on these issues at the May 1, 2025 Board meeting.

Opposition Exhibit 2 detailed a member of the public’s concerns about legislative and zoning processes relating to rezonings, residential density, vehicular traffic, pedestrian trespassing, solid waste disposal and littering, guaranteeing of affordable units, neighborhood aesthetic compatibility, environmental impacts, opposition to any direct pedestrian connection to West Lanham Hills Park, and requested infrastructure improvements and increased communication with the West Lanham Hills Citizen Association. This member of the public also spoke on these issues at the May 1, 2025 Board meeting.

10. **Planning Board Hearing:** The Planning Board heard ZMA-2024-003, RST New Carrollton, on May 1, 2025, and the following revisions were made to the application:

Citing a need for some market rate units in the development and the inability to record a covenant before purchasing the property, the applicant submitted Applicant Exhibit 1, to modify Condition 1, as written in the technical staff report to:

“The proposed project will provide affordable housing, with the residential units to be rented for an average of 60 percent of the area median income (AMI). At least 98 percent of the residential units of the proposed development shall be affordable, to these specifications.”

In presenting findings to the Board, staff recommended verbally to adopt the applicant’s requested amendment to the condition, further amended by staff, as follows and as listed in this resolution:

“The proposed project will provide affordable housing, with the residential units to be rented for an average of 60 percent of the area median income (AMI). At least 98 percent of the residential units of the proposed development shall be affordable, to these specifications. A subsequent application shall determine any appropriate assurance of this use restriction.”

11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are incorporated herein by reference, and major findings are summarized, as follows:
- a. **Historic Preservation**—In a memorandum dated February 19, 2025 (Stabler, Smith, Chisholm to King), the Historic Preservation Section stated that, following a search of current and historic photographs, topographic and historic maps, and locations of currently known archaeological sites, the probability of archaeological sites on the property was low and did not recommend an archaeological study.
 - b. **Community Planning**—In a memorandum dated March 10, 2025 (Parks to King), it was noted that the development is in conformance with Plan 2035 and the master plan, which has been incorporated into Findings 7 and 8 above.
 - c. **Environmental Planning**—In a memorandum dated March 7, 2025 (Rea to King), a review of the proposed development found it to be in conformance with the applicable environmental requirements, which has been incorporated into Finding 8 above.
 - d. **Transportation Planning**—In a memorandum dated March 7, 2025 (Smith to King), it was noted that the transportation facilities, as well as pedestrian and bicycle facilities, within the proposed application are consistent with Section 27-3602. The proposed rezoning of the property will not impair the ability to make transportation-related recommendations that are supported by an approved master plan or functional master plan or included in the subdivision regulations and zoning ordinance.
 - e. **Subdivision**—In a memorandum dated February 12, 2025 (Bartlett to King), a review of the subject application was provided, and the following was noted:

A PPS and a certificate of adequacy will be required for the proposed development and division of land following approval of this application per Section 24-3402(b) of the Subdivision Regulations. The new PPS will supersede the prior PPS 4-77292. The proposed site layout and lotting pattern will be further evaluated with the PPS and must comply with all design standards contained in Subdivision Regulations. A final plat of subdivision is required subsequent to approval of this zoning map amendment and following the approval of the PPS before any permits may be approved for development of this site.
 - f. **Prince George's County Department of Parks and Recreation (DPR)**—In a memorandum dated March 3, 2025 (Thompson to King), DPR provided an evaluation of the subject application and supports the proposal, with a recommendation that the applicant shall develop a path/trail extension to connect to West Lanham Park.
 - g. **Prince George's County Fire/EMS Department**—The Office of the Fire Marshal did not offer comments on the subject application.

- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not provide comments on the subject application.
- i. **Prince George’s County Department of Public Works and Transportation (DPW&T)**—DPW&T did not offer separate comments on the subject application.
- j. **Maryland State Highway Administration (SHA)**—SHA did not offer separate comments on the subject application.
- k. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not provide comments on the subject application.

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 recommends to the District Council for Prince George’s County, Maryland that the above-noted application be APPROVED, subject to the following conditions:

- 1. The proposed project will provide affordable housing, with the residential units to be rented for an average of 60 percent of the area median income (AMI). At least 98 percent of the residential units of the proposed development shall be affordable, to these specifications. A subsequent application shall determine any appropriate assurance of this use restriction.
- 2. The applicant shall include at least 3,000 square feet of nonresidential space in the detailed site plan to be submitted for this project. The applicant shall use best efforts to provide this space rent free to a nonprofit entity or entities upon construction of the building. In the event that the applicant has been unable to identify an appropriate nonprofit entity to occupy the space within one year following the issuance of the final use and occupancy permit for the residential units, the applicant shall fit out the space as a meeting space for local community groups, civic associations, clubs, and others in the community, and will manage the use of that space for the benefit of the community groups and organizations which utilize it.

Consideration

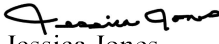
- 1. The applicant should provide a pedestrian connection to the West Lanham Hills Park access trail to the south of the site.

* * * * *

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 Bailey, with Commissioners Washinton, Bailey, Geraldo, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, May 1, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 22nd day of May 2025.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:EK:tr

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: May 16, 2025