

PGCPB No. 2025-022

File No. DDS-24002

R E S O L U T I O N

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

WHEREAS, on January 2, 2025, the applicant, Landover Hills Leased Housing Associates I, LLLP, submitted an application for approval of Detailed Site Plan DSP-23008 for Flats at Glenridge Station, for development of a 275,625-square-foot building and associated site improvements for 245 multifamily dwelling units and approximately 1,380 square feet of office space on three acres of land located approximately 110 feet east of the intersection of MD 450 (Annapolis Road) and Chesapeake Road (subject property); and

WHEREAS, on January 2, 2025, companion to DSP-23008, Flats at Glenridge Station, the applicant also submitted Departure from Design Standards DDS-24002 to allow for a 0.5-foot buffer, rather than the 50-foot buffer required by Section 4.6 of the 2010 *Prince George's County Landscape Manual*, between MD 410 (Veterans Parkway) and the subject property; and

WHEREAS, the subject property is within the Neighborhood Activity Center Zone (NAC); and

WHEREAS, pursuant to Section 27-1900 *et. Seq* of the Prince George's County Zoning Ordinance, until April 1, 2025, the applicant may elect to have proposals for development in the Neighborhood Activity Center (NAC) Zone reviewed under the Zoning Ordinance, effective prior to April 2022 (prior Zoning Ordinance); and

WHEREAS, the applicant filed the subject detailed site plan (DSP) and this companion departure from design standards (DDS) prior to April 1, 2025, and has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior Mixed Use-Transpiration Oriented (M-X-T) and Development District Overlay (D-D-O) zoning; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the prior Zoning Ordinance; and

WHEREAS, after consideration of the evidence presented at the public hearing on March 13, 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 4.6, Buffering Development from Streets, of the 2010 *Prince George's County Landscape Manual* (Landscape Manual), which requires a 50-foot-wide planted buffer between the property for Detailed Site Plan DSP-23008 and MD 410 (Veterans Parkway), which is classified as an arterial road. The applicant's departure request is to allow an approximately 0.5-foot-wide buffer and no planting, pursuant to Section 27-239.01 of the prior Prince George's County Zoning Ordinance.

In conjunction with this DDS, the Prince George’s County Planning Board approved Detailed Site Plan DSP-23008 (PGCPB Resolution No. 2025-021) for development of a 275,625-square-foot building and associated site improvements for 245 multifamily dwelling units and approximately 1,380 square feet of office space.

2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	NAC	M-X-T/D-D-O
Use(s)	Vacant	Multifamily/Office
Gross Tract Acreage	3	3
Floodplain Acreage	0	0
Net Tract Acreage	3	3
Parcel	1	1
Gross Floor Area (sf)	0	275,625*
Dwelling Unit	0	245

Note: *The total square footage of the building is 398,506, which includes 275,625 square feet of gross floor area and 122,881 square feet of parking area.

Other Development Data

Parking Requirements per the 2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment (page 149)

The 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment* (sector plan) notes, “For uses in the M-X-T Zone, the minimum required on-site parking capacity shall be 50 percent of the required minimum capacity as determined by Section 27-574(b). The permitted maximum on-site capacity shall be equal to 100% of the required minimum capacity required by Section 27-574(b).” The applicant submitted a parking methodology, determining 386 parking spaces as the base parking requirement. This base requirement is also the required minimum capacity in this instance.

The Glenridge Transit Village Area	Parking Permitted	Evaluated
A mixed-used development of 245 dwelling units and 1,380 office space	193 (min.) – 386 (max.)	-
Parking Space Provided	-	337*
Nonparallel Standard spaces (9.5 feet x 19 feet)	-	277
Nonparallel Compact spaces (8 feet x 16.5 feet)**	-	45
Handicap-Accessible (8.5 feet x 19 feet)	-	13***
Electric Vehicle Charging Stations	-	2

Notes: *Among 337 approved parking spaces, 317 are located in the parking structure and 20 surface parking spaces are located in front of the approved building. The floor plan for the parking structure, submitted with this DSP, does not include dimensions of drive aisles and parking spaces.

**The size of compact parking spaces, shown on the plan, is 8 feet by 16 feet.

***Pursuant to Section 27-566 of the prior Zoning Ordinance, among 337 parking spaces provided, eight spaces need to be handicap-accessible. According to the Americans with Disabilities Act (ADA) requirements, among the eight handicap-accessible spaces, two need to be handicap van-accessible parking spaces. In addition, the size of the handicap-accessible parking spaces, shown on the coversheet, is 9 feet by 18 feet.

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

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

Code Requirement	Required	Provided
Multifamily Residential (100 to 300 dwelling units)	1	-
Office (1,380 square feet)	0	-
Total Loading Spaces (12 feet by 33 feet)	-	1

Bicycle Spaces per the Sector Plan (page 180)

Required two bicycle parking spaces per every 10,000 GFA	56
Provided	62
Interior (long-term parking)*	48
Exterior (short-time parking)	14

Note: *One bike room on Level P1 provides 16 spaces and the other bike room on Level P2 provides 32 spaces.

3. **Location:** The subject property has an assigned address, 7011 Chesapeake Road, and is located approximately 110 feet east of the intersection of MD 450 (Annapolis Road) and Chesapeake Road. More specifically, the subject property is identified as Parcel 21 shown on Tax Map 51 in Grid E-1.
4. **Surrounding Uses:** To the northeast of the subject property is MD 410 (Veterans Parkway). To the northwest and south of the subject property are commercial developments in the Neighborhood Activity Center (NAC) Zone, formerly the M-X-T Zone. To the southwest of the subject property is Chesapeake Road, and beyond it, commercial and institutional development in the NAC Zone, formerly the Mixed Use-Infill (M-U-I) Zone.
5. **Previous Approvals:** Conceptual Site Plan CSP-23001 was approved by the Prince George's County Planning Board on March 7, 2024 (PGCPB Resolution No. 2024-007), for a mixed-used development consisting of 245 to 300 multifamily dwelling units and 1,300 to 2,500 square feet of office space.

Preliminary Plan of Subdivision (PPS) 4-23005 was approved by the Planning Board on July 18, 2024 (PGCPB Resolution No. 2024-067) for one parcel, for development of 245 multifamily dwelling units and 1,380 square feet of office space. Certificate of Adequacy ADQ-2023-008 was approved by the Prince George's County Planning Director on June 20, 2025. This ADQ is valid for 12 years, from the date of approval of the associated PPS 4-23005, subject to the Prince George's County Subdivision Regulations.

6. **Design Features:** The applicant seeks to construct one mixed-use building with 245 multifamily dwelling units and 1,380 square feet of office space. The approved building will be designed with several green building techniques, including energy star appliances and windows, and high efficiency water heaters and mechanical systems. Micro-bioretenment areas are also integrated into landscape design, particularly around the surface parking area.

The approved building is designed oriented toward Chesapeake Road, from which one vehicular access point is located. The L-shaped building sits along the subject property's northeastern and northwestern boundaries. A central plaza is located in front of the building. This plaza provides various seating options and other facilities. Walkways are provided to connect the plaza to the sidewalk along the property's Chesapeake Road frontage, for pedestrian connectivity.

When vehicles enter the property from Chesapeake Road, most will immediately turn left to enter the parking structure, which is located within the approved building, under the residential dwelling units. Other vehicles proceed straight from the entrance and park in the surface parking spaces along the drive aisle, which leads to the central plaza.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The applicant has submitted Departure from Design Standards DDS-24002 from Section 4.6 of the Landscape Manual, in accordance with Section 27-239.01, as follows:

Departure from Design Standards DDS-24002—The applicant's alternative compliance application, AC-24005, from Section 4.6, Buffering Development from Streets, was disapproved by the Planning Board, given that an alternative design equal to or better than the normal landscape buffer requirement is not provided. Therefore, the applicant requested a departure from Section 4.6, which requires a 50-foot-wide planted buffer between the subject DSP site and MD 410, which is classified as an arterial road. The applicant's departure request is to allow no buffer and no planting, pursuant to Section 27-239.01.

Section 27-239.01(b)(7) of the prior Zoning Ordinance contains the following required findings for the Planning Board to grant the departure:

(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;**

The purposes of Subtitle 27 are codified under Section 27-102 of the prior Zoning Ordinance.

Sec. 27-102. Purposes.

- (a) The purposes of the Zoning Ordinance are:**

- (1) To protect and promote the health, safety, morals comfort, convenience, and welfare of the present and future inhabitants of the County;**

The applicant's proposal adequately promotes and protects the health, safety, morals, comfort, convenience, and welfare of the building's future residents. Even without a 50-foot-wide buffer, the approved building is far away from the paved roadway of MD 410 because of

the intervening Purple Line tracks and a ditch, which resulted from construction of a retaining wall to support the track. The existing vegetation in the ditch serves as a buffer to screen the building and mitigate its visual impact on MD 410.

(2) To implement the General Plan, Area Master Plans, and Functional Master Plans;

The subject property is located within the Glenridge Transit Village, which the sector plan envisions to evolve into a mixed-use transit village. The subject development consists of residential, and office uses and is located near a future Purple Line station.

The L-shaped property configuration indicates the L-shaped building approved with this DSP. Creating an open space in front of the building mitigates its visual impact on Chesapeake Road. To allow for this open space, the building needs to be located close to the eastern property line along MD 410. The proposed density will help meet the needs of the County and to fulfill transit-oriented development envisioned by the sector plan. As such, meeting the requirement of a 50-foot-wide buffer is not feasible without reducing the density or open space.

(3) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;

The DSP associated with this DDS is for infill development on a vacant property, within a walkable distance to a future Purple Line station. Therefore, the subject development promotes the efficient use of the County's scarce public facilities, by concentrating density in a transit-oriented area of the County. This DSP is to develop a high-quality mixed-use building, of which the residential units will serve the needs of the underserved community.

(4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;

The DSP associated with this DDS will be the first mixed-use development in the area and offers housing to

the County. With the completion of the Purple Line, in the near future, it will epitomize orderly growth and development by concentrating density in properties near a mass transit station. Such density might not be achievable without approval of this DDS.

(5) To provide adequate light, air, and privacy;

The residential dwelling units and office space in the approved building will have adequate light, air, and privacy for its residents. Providing less than a 50-foot-wide buffer from MD 410 does not alter this, given the separation provided by the Purple Line and associated ditch.

(6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;

The DSP associated with this DDS is for a compact mixed-use development on such a small property with an irregular shape. Given the location of the property, in proximity to a future Purple Line station, the density achieved with the DSP showcases an example of promoting a beneficial relationship between the uses of land and buildings. Although the approved building cannot meet the 50-foot-wide buffer from MD 410, the existing vegetation in the ditch area within the ROW of MD 410 offers the needed landscaping screen that would otherwise be provided within the required buffer. The building has sufficient setbacks from its northern, southern, and western property boundaries for the approved landscaping. The existing vegetation and approved landscaping offer buffers to protect the property from adverse impacts of adjoining development.

(7) To protect the County from fire, flood, panic, and other dangers;

The requested departure will have no measurable effect on the risk of fire, flood, panic, and other dangers.

(8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;

The existing vegetation and approved landscaping will provide sufficient buffers for the approved building, which will be constructed to meet the current building codes. In addition, the development includes a plaza with facilities and other walkways with landscaping to create a healthy living environment. The residential dwelling units in the building intend to be affordable, which will be within economic reach of all County residents.

(9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;

The DSP associated with this DDS includes 245 dwelling units. Requiring a 50-foot-wide landscape buffer can potentially put this development into jeopardy because the number of dwelling units would be reduced significantly. In addition, reducing the proposed density would be contrary to the County's housing needs and the goal of making this project an example of transit-oriented development for the area. As such, granting the requested departure will encourage economic development activities that provide desirable employment and a broad protected tax base.

(10) To prevent the overcrowding of land;

The required 50-foot-wide buffer, with plants, will likely be provided by the existing vegetation within the ROW of MD 410 (i.e., the ditch), which separates the approved building from the Purple Line tracks. The subject DSP concentrates density in a mixed-use building on a property near a transit station. This approach will not overcrowd the land and, instead, leave some area for open space to bring light and air to the property. In particular, the applicant provides open space in the form of a plaza in front of the building. This plaza is enabled by placing the building close to the eastern property boundary.

- (11) To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;**

Given that the subject property is in proximity to a Purple Line station, the DSP associated with this DDS is for a compact transit-oriented development. Future residents will be likely to use the transportation system because the station is within a walkable distance. This will help lessen the danger and congestion of traffic on the streets. Without granting this departure, the approved building will provide fewer dwelling units near a transit station.

- (12) To insure the social and economic stability of all parts of the County;**

The subject development is to provide affordable and attainable housing to the County. These housing units will reduce the financial pressure of County residents and ensure social and economic stability within the County. The requirement of the 50-foot-wide buffer will significantly reduce the number of dwellings in the building and eliminate the opportunity of providing attainable housing for social and economic stability.

- (13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;**

The requested departure will have no measurable effect on undue noise, air and water pollution, stream valleys, steep slopes, lands of natural beauty, dense forest, scenic vistas, and other similar features. Based on the noise study, the approved building will have noise mitigation measures, to ensure that the outdoor and indoor of the residential units meet the noise requirements.

- (14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space;**

The requested departure will have no measurable effect on open space, scenic beauty, and natural features of the County, or the provided recreational space.

(15) To protect and conserve the agricultural industry and natural resources.

The requested departure will have no measurable effect on the agricultural industry and natural resources.

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

The departure is the minimum necessary, given the property's irregular shape and topography. Specifically, the subject property has an irregular L-shape that narrows to the southeast, and the site's topography drops approximately 30 feet from north to south. As such, the building is designed in an L-shape and is positioned to be close to the eastern and western property boundaries, which abut a commercial parking lot to the west and MD 410 to the east. The sole access to the property is via its narrow frontage on Chesapeake Road because the property is separated from the paved roadway of MD 410 by the Purple Line tracks and the retaining wall to support construction of this line.

Based on these conditions, the departure is the minimum necessary for the applicant to develop this DSP, consisting of 245 dwelling units and 1,380 square feet of office space, which fulfills the sector plan's vision by developing a compact, transit-oriented, and vibrant community, close to a Purple Line station. The Planning Board finds that, without this departure, moving the building away from MD 410 to meet the 50-foot-wide buffer or a meaningful lesser alternative will significantly reduce the dwelling units provided. In particular, the approved building cannot be moved away from the MD 410 frontage and towards Chesapeake Road because it would create inadequate space for vehicles to maneuver from the site access to the garage. Thus, a reduction in units would be necessary to meet the buffer requirement or to partially meet the requirement by providing a buffer of 10, 20, or 30 feet. In addition, moving the building away from MD 410 would result in the central plaza, with its various facilities, not being realized. This would significantly diminish the quality of the approved development. Therefore, the Planning Board finds the approved departure to be the minimum necessary.

(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. Specifically, as discussed above, the property has a unique L-shape and steep slopes, which dictate the location and shape of the building within the subject property. As detailed in criterion ii above, pushing the building away from the eastern property line to meet the 50-foot-wide buffer requirement will shrink the property's developable area. If this is done, retaining the desired density through a redesign of the site might not be possible, given the maximum height of six stories.

Furthermore, since the site can only be accessed via Chesapeake Road, the building is designed to be oriented towards Chesapeake Road. As such, site circulation, SWM, and the plaza are arranged and designed to create open space in front of the building and facing Chesapeake Road, which is well-suited to the site shape. The building cannot be moved away from MD 410 without shrinking the approved central open space and creating a more disjointed open space system. Therefore, based on the property's shape and topography, to achieve the desirable density of this project and provide meaningful open space, a departure from the 50-foot-wide buffer is necessary.

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

The Planning Board finds that the departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood, as discussed above. What gives the site its quality and integrity is its transit-oriented location. The requests associated with the departure will advance the vision set forth in the sector plan because it allows a compact, infill, mixed-use development, with a centralized open space on an irregular shaped property near a Purple Line station. The provision of affordable housing units aligns with the housing goals of the sector plan, by increasing the diversity of housing types and providing a balanced mix of housing price points. Residents of the approved development will most likely use the transportation system to access jobs, entertainment, or shopping.

(B) For a departure from a standard contained in the Landscape Manual, the Planning Board shall find, in addition to the requirements in paragraph (7)(A), above, that there is no feasible proposal for alternative compliance, as defined in the Landscape Manual, which would exhibit equally effective design characteristics.

As noted in the beginning of this finding and discussed in Finding 12 below, the applicant filed Alternative Compliance AC-24005 from the requirements of Section 4.6 of the Landscape Manual. The Planning Board denied this request because there is no feasible alternative proposal that would exhibit equally effective design characteristics, as defined in the Landscape Manual.

Based on the analysis above, the Planning Board approves Departure from Design Standards DDS-24002 for a departure to allow approximately 0.5 feet from the eastern property boundary along MD 410 and no plant materials, as a result of the unique shape of the property, along with the steep slope and retaining wall separating the property from the Purple Line tracks.

8. **Community feedback**—At the time of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject DDS or the associated 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-24002 for Flats at Glenridge Station to allow an approximately 0.5-foot-wide bufferyard and no landscaped plans provided along MD 410 (Veterans Parkway).

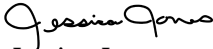
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council for Prince George's County, Maryland within thirty (30) days of the final notice of the Planning Board's decision.

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, and Shapiro voting in favor of the motion at its regular meeting held on Thursday, March 13, 2025, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 3rd day of April 2025.

Peter A. Shapiro
Chairman

By 
Jessica Jones
Planning Board Administrator

PAS:JJ:TH:tr


Approved for Legal Sufficiency
M-NCPPC Office of General
Counsel