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Detailed Site Plan Departure from Design Standards Alternative Compliance Flats at Glenridge Station

DSP-23008
DDS-24002
AC-24005

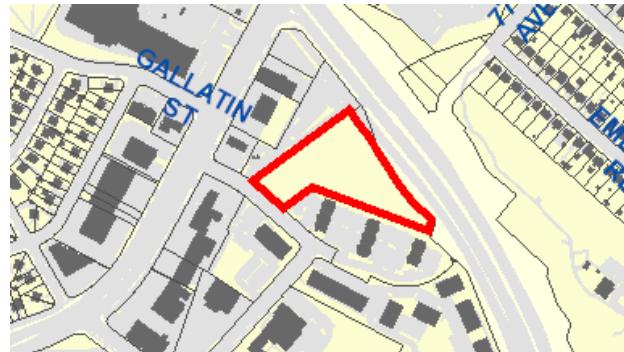
REQUEST	STAFF RECOMMENDATION
Development of a 275,625-square-foot building and associated site improvements for 245 multifamily dwelling units and approximately 1,380 square feet of office space	With the conditions recommended herein: <ul style="list-style-type: none">• APPROVAL of Detailed Site Plan DSP-23008• APPROVAL of Departure from Design Standards DDS-24002• DISAPPROVAL of Alternative Compliance AC-24005• APPROVAL of Type 2 Tree Conservation Plan TCP2-001-2025

Location: Approximately 110 feet east of the intersection of MD 450 (Annapolis Road) and Chesapeake Road

Gross Acreage:	3.00
Zone:	NAC
Prior Zone:	M-X-T/D-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1903(b)
Dwelling Units:	245
Gross Floor Area:	1,380 sq. ft.
Planning Area:	69
Council District:	03
Municipality:	None

Applicant/Address:
Landover Hills Leased Housing Associates I, LLLP
2905 Northwest Boulevard, Suite 150
Plymouth, MN 55441

Staff Reviewer: Te-Sheng (Emery) Huang
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Planning Board Date:	03/13/2025
Planning Board Action Limit:	03/14/2025
Staff Report Date:	02/26/2025
Date Accepted:	01/02/2025
Informational Mailing:	08/09/2024
Acceptance Mailing:	12/16/2024
Sign Posting Deadline:	02/11/2025

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at

http://www.mncppcapps.org/planning/Person_of_Record/.

Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-23008
Departure from Design Standards DDS-24002
Alternative Compliance AC-24005
Type 2 Tree Conservation Plan TCP2-001-2025
Flats at Glenridge Station

The Urban Design staff have reviewed the subject application and present the following evaluation and findings leading to a recommendation of APPROVAL, with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

The property is within the Neighborhood Activity Center (NAC) Zone. The site was previously located within the Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay(D-D-O) Zones. Pursuant to Section 27-1900 *et. seq.* of the Prince George's County Zoning Ordinance, until April 1, 2025, an applicant may elect to have proposals for development in the Town Activity Center (TAC) Zone reviewed under the prior Zoning Ordinance, effective prior to April 1, 2022 (prior Zoning Ordinance). The subject DSP was filed prior to April 1, 2025 and, therefore, qualifies for review under the prior Zoning Ordinance. The applicant has elected to have this application reviewed under the provisions of the prior Zoning Ordinance, and the property's prior M-X-T/D-D-O zoning. Staff considered the following in reviewing this detailed site plan:

- a. The requirements of the 2010 *Central Annapolis Road Sector Plan and Sectional Map Amendment*;
- b. The requirements of the prior Prince George's County Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (D-D-O) Zones;
- c. The requirements of Conceptual Site Plan CSP-23001;
- d. The requirements of Preliminary Plan of Subdivision 4-23005 and Certificate of Adequacy ADQ-2023-008;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;

- h. Referral comments; and
- i. Community feedback.

FINDINGS

1. **Request:** 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 proposed parking spaces, 317 are located in the parking structure and 20 surface parking spaces are located in front of the proposed building. The floor plan for the parking structure, submitted with this DSP, does not include dimensions of drive aisles and parking spaces. A condition is included herein requiring the applicant to show all dimensions of drive aisles and parking spaces on the floor plan of the parking structure.

**The size of compact parking spaces, shown on the plan, is 8 feet by 16 feet. A condition is included herein requiring the applicant to correct the size of compact parking spaces to be 8 feet by 16.5 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 eight spaces, two need to be handicap van-accessible parking spaces. A condition is included herein requiring the applicant to indicate these two required handicap van-accessible parking spaces, with dimensions, on the plan and add this number to the parking schedule on the coversheet. In addition, the size of the handicap-accessible parking spaces, shown on the coversheet, is 9 feet by 18 feet, for which a condition is included herein requiring the applicant to correct it to be 9 feet by 19 feet.

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

The sector plan does not have a standard for required loadingspaces. Per Section 27-583(a) of the prior Prince George's County 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 Prince George's County 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 proposes to construct one mixed-use building with 245 multifamily dwelling units and 1,380 square feet of office space. The proposed 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 proposed building is designed oriented toward Chesapeake Road, in which one vehicular access point is located. The L-shaped building sits at the back of the property and encloses a central plaza in front of it, which provides various seating options and other facilities. Walkways are provided to connect this plaza to the sidewalk within the Chesapeake Road frontage, for pedestrian connectivity. When vehicles enter the property, most of them will immediately turn left to enter the parking structure, which is located within the proposed building, under the residential dwelling units. Some vehicles may be parked on the surface parking spaces along the drive aisle, which leads to the central plaza.

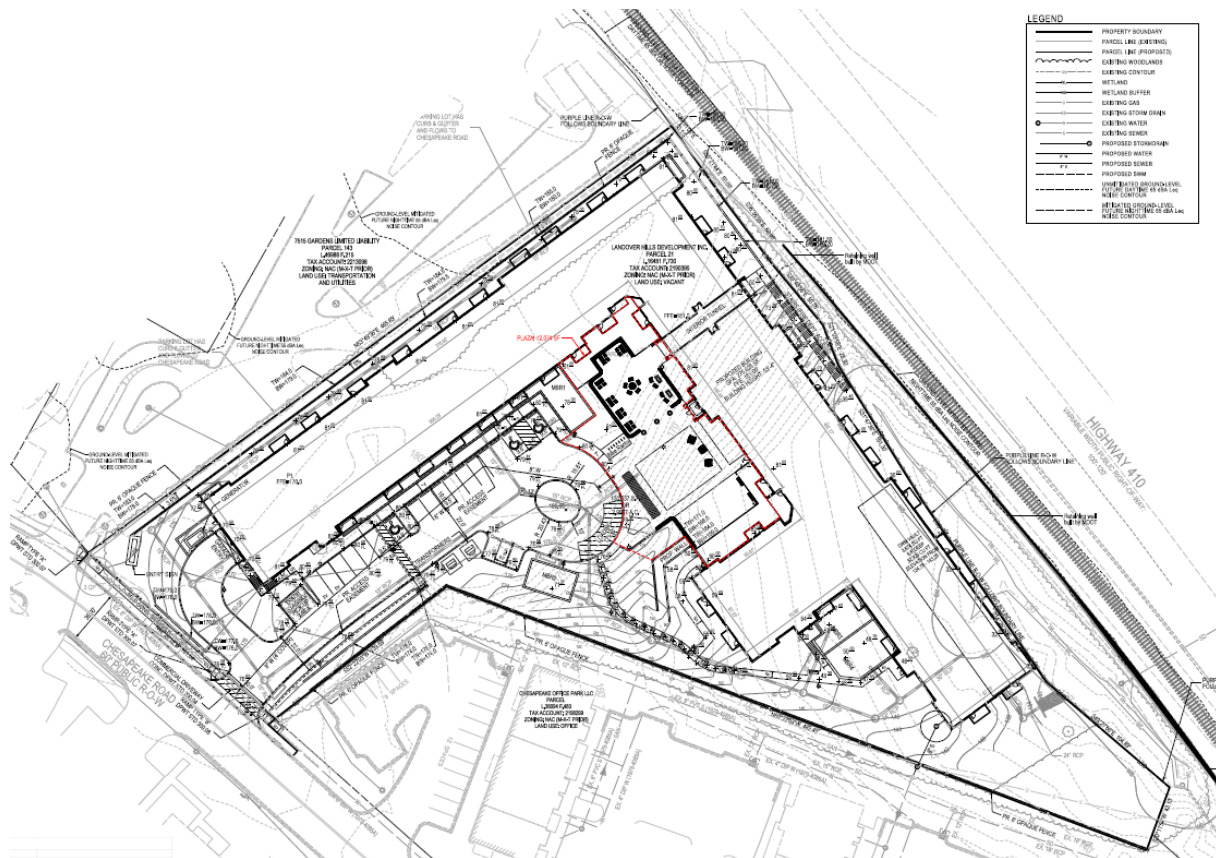


Figure 1: Site Plan

Architecture

The architectural design of the multifamily building is contemporary, with a generally flat roof, and is finished with a mix of materials including brick veneer, fiber cement panels and siding, and glass elements. The materials are arranged in a geometric pattern and provide bands of color on the building. Emphasis has been given to the variety of materials used on the elevations through different volumes, massing, and architectural design elements. The ground floor massing and architectural elements relate to the upper floors by using vertically stacking elements, such as windows, balconies, and anchor towers, at substantial corners. A variety of window accent panels and patterning provide the façades of the building with a playful and unique architectural quality, to avoid blank walls.

The dominant façade articulation and design elements are concentrated at the building's main entrance, creating focus, and identifying the central plaza at the front entrance of the building. The subject property fronts two roads, Chesapeake Road to the west and MD 410 to the east. Although the building is oriented to Chesapeake Road, the building elevation facing MD 410 is also designed to appear as a front elevation. The use of a variety of building planes, materials, accent panels, and trim create hierarchy at the prominent corners, at the base of the building, and at the top floor elevations, to avoid expansive blank surfaces.



Figure 2: West (top) and South (bottom) Elevations



Figure 3: 3D View from MD 410 Looking Northwest toward to Building

Recreational Facilities

Recreational facilities for the project are provided on-site and include the following:

- a. A club/community room, including different types of furniture to support intended uses, such as lounge chairs, one sofa, and tables.
- b. A fitness room, including a variety of fitness equipment, such as treadmills and elliptical machines.
- c. An outdoor plaza/play area, including a variety of seating and furniture types, a sculpture bench as works of art, and a playground with a play structure.

The coversheet of the DSP includes a schedule of the proposed recreational facilities. With the approval of PPS 4-23005, the on-site recreational facilities' value was determined to be at least \$328,819.40, based on the projected population of 872 new residents, in order to ensure conformance to Section 24-135(b)(1) of the Subdivision Regulations effective prior to April 1, 2022 (prior Subdivision Regulations). However, the value of facilities shown in the schedule with this DSP is \$253,331.00, which is less than what is recommended with the PPS. A condition is included herein requiring the applicant to revise the schedule to meet the required value. Some details that should be included in the recreational facilities schedule are missing. A condition is included herein requiring the applicant to add "the total 245 dwelling units proposed" and "the total value of recreational facilities required: \$328,819.40 per projected population" to the schedule. The figure listed in the schedule for the fitness room represents the value of all provided fitness machines, for which a condition is included herein for an itemized list of equipment in the fitness room. Given the large-scale of the detailed plans, these recreational facilities are located in different sheets, a condition is included herein requiring the applicant to note in the schedule where to find these detailed sheets.

The outdoor plaza was previously proposed and reviewed with approval of Conceptual Site Plan CSP-23001 (PGCPB Resolution No. 2024-007), for a density bonus, in accordance with Section 27-545(b)(6) of the prior Zoning Ordinance. This bonus request has been further evaluated with this DSP. The outdoor plaza is proposed to meet both mandatory dedication and M-X-T density bonus requirements. Per Section 27-545(a) of the prior Zoning Ordinance, the purpose of the M-X-T density bonus is: "(A) To make possible a livable environment capable of supporting the greater density and intensity of development permitted; (B) To encourage a high degree of urban design; (C) To increase pedestrian-oriented activities and amenities; and (D) To provide uses which encourage a lively, twenty-four (24) hour cycle for the development." Meanwhile, mandatory dedication is satisfied through "suitable and adequate land for active or passive recreation [...] or the provision of recreational facilities," which are "superior, or equivalent." (See prior Subdivision Regulations Sections 24-134 and 24-135.) An outdoor plaza can meet both mandatory dedication and M-X-T bonus requirements because the purposes outlined above are not in conflict, and there are additional requirements that apply to a plaza that is utilized for a density bonus, as opposed to mandatory dedication alone. Specifically, to be utilized for a density bonus, the outdoor plaza must surpass what is normally provided to meet mandatory dedication requirements by being open to the public and achieving a "high degree of urban design" by including the specific elements listed in Section 27-545(b)(6)(A) of the prior Zoning Ordinance.

The proposed plaza meets the above specification as follows. It is designed into three areas to accommodate both passive and active use: a seating area with a variety of tables and chairs, a turf area with a sculptural form of bench, and a playground that includes a play structure and benches. Each area complements the others in that they support different activities and needs of people of different ages. Although each area has its own defined boundary, the design is integrated. This allows activities to move from one area to another. For example, children can use the playground structure at one point, move to the turf area to play with balls, and then go to the seating area to say hello to people who they may know. While children are playing within the plaza, their parents can have their own activities in the seating area while keeping an eye on them.

For public access, the applicant proposes a walkway leading from the plaza through the surface parking area to Chesapeake Road. The applicant also proposes numerous tables and chairs in different forms, that will be able to accommodate both residents and the public, within the plaza.

Finally, this DSP includes pet waste stations and a pet drinking fountain, which are parts of the recreational facilities included in this DSP. Per the *2024 Parks and Recreation Facilities Design Guidelines* (Council Resolution, CR-084-2024), these facilities can be counted as recreational facilities.



Figure 4: Indoor Recreational Facilities

Signage

The subject DSP includes only one gateway sign, which is located along the Chesapeake Road frontage. This sign complies with the development district standards of the sector plan (page 181). However, the applicant notes the submitted sign image/details are for concept/design intent only. Therefore, a condition is included herein requiring the applicant to submit a finalized sign, with details and dimensions, prior to certification of this DSP. The submitted plan does not show how far the sign is set back from Chesapeake Road, for which a condition is included herein for the dimension to be added to the plan.

Lighting

The DSP proposes integrating six types of lighting throughout the site, to ensure appropriate lighting in the evening for the purpose of security and safety. These lighting types include light pole fixtures and building-mounted lighting. Staff find that the submitted photometric plan shows adequate lighting for users on-site and is sufficient for illuminating site access, drive aisles, building entryways, and walking paths. All light fixtures will be full cut-off, to avoid light spilling over to adjacent properties.

Loading and Trash Facilities

This DSP includes one loading space, which is located internally to the property and near the proposed central plaza in front of the building. Therefore, it is not visible from the public rights-of-way (ROWs). Similarly, mechanical equipment, such as transformers and generators, is located away from Chesapeake Road and is screened by the proposed landscaping. Trash facilities will be located internally to the proposed building. On trash day, trash containers will be wheeled out to the trash staging area, which is located near the proposed office space. The empty containers will be transported back indoors after the trash pickup.

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The sector plan defines long-range land use and development policies, detailed zoning changes, design standards, and a D-D-O Zone for the Central Annapolis Road Corridor. The land-use concept of the sector plan divides the corridor into four interrelated character areas, including the Glenridge Transit Village (Character Area A), the Existing Residential Neighborhoods (Character Area B), the Mixed-Use Transition Area (Character Area C), and the Retail Town Center (Character Area D).

The subject site is located within the Glenridge Transit Village. Located near a future Purple Line station, this character area is envisioned to develop as a vibrant, pedestrian-friendly, mixed-use node, that supports community-scaled, transit-oriented development, and new employment/commercial opportunities. Specifically, the sector plan notes that Glenridge Transit Village can offer a neighborhood-oriented and affordable mix of land uses, including housing, offices, neighborhood-serving retail, and public space. Regarding housing development, the sector plan also envisions 400–500 new multifamily housing units (page 60).

The D-D-O Zone standards are identified in the sector plan, to implement its vision for the Central Annapolis Road Corridor. The applicable standards to the subject development are: I. Glenridge Transit Village (pages 169–185), V. Public Realm Standards (pages 169–181), and IV. Landscape Standards (pages 182–185).

Requests to modify Development District Standards

Staff have reviewed and agreed with the submitted application and statement of justification (SOJ), which explains compliance with the development district standards and indicates the need to deviate from several standards. In accordance with Section 27-548.25(c) of the prior Zoning Ordinance, if an applicant requests, the Planning Board may apply development standards which differ from the approved development district standards. These alternate standards may be approved, if they can be found to benefit the development and the development district, and will not substantially impair implementation of the master plan, master plan amendment, or sector plan. This application meets most of the standards of the development district. However, the applicant is requesting the following modifications from the development district standards (all page numbers reference the sector plan):

- a. **Glenridge Transit Village Bulk Table (Standard I.B): Front Building Placement Line for residential use-only buildings, A minimum of five (5) feet, otherwise zero (0), and a maximum of 20 feet, otherwise 10 feet.** (page 145)

This standard applies to the proposed building because residential use is its primary use. The building is approximately 59 feet from Chesapeake Road, which is more than the maximum of 20 feet. The L-shape configuration of the property results in limited frontage on Chesapeake Road, and the property can only access other public ROWs through this street. Placing the building 5 to 20 feet from Chesapeake Road would create access and site design challenges. Specifically, by setting the building back from the ROW by 59 feet, rather than 20 feet, the applicant is able to provide safe and efficient internal circulation, as well as a large central plaza. These elements benefit the development and the development district by ensuring safe on-site circulation and providing a key recreational amenity that will serve future residents and the public. Staff further find that the proposed layout will not substantially impair the implementation of the sector plan. The sector plan specifically calls for “appropriately scaled and designed public open space” within the Glenridge Transit Village. The central plaza is such a space. Therefore, staff recommend approval of this modification.

- b. **Glenridge Transit Village Bulk Table (Standard I.B): A maximum Interior Side Yard, Aggregate of both interior side yard setbacks not to exceed 20 % of lot width, excluding the width of an access drive to the primary street.** (page 145)

The submitted site plan shows that the aggregate of the interior side yard setbacks of the subject DSP is approximately 23 percent of the lot width, which exceeds the maximum of 20 percent. The property has an irregular L-shape that narrows to the southeast. This condition makes it challenging to construct a building that complies with the maximum side yard setback. Providing slightly more than the maximum side yard setback benefits the development and development district. Specifically, given the density and the massing of the proposed building, larger interior side yard setbacks can help mitigate visual impact on the adjacent buildings and integrate it

into the neighborhood. Given the enhanced compatibility achieved, and the minor nature of the deviation from the required setback, staff find this request will not substantially impair implementation of the sector plan and recommend approval of this modification.

c. **Glenridge Transit Village Bulk Table (Standard I.B): Rear Yard, a minimum of 5 feet** (page 145)

The subject property is a through lot, which fronts Chesapeake Road and MD 410. Per Section 27-107.1(a)(262) of the prior Zoning Ordinance, through lots do not have rear yards. Therefore, this standard is inapplicable, and no modification is necessary.

d. **Glenridge Transit Village Bulk Table (Standard I.B): A maximum 6 stories of Building Height.** (page 145)

The grade of the subject property steps down approximately 30 feet from north to south. The applicant is proposing a building which has a consistent roofline, but is five stories at the north end and increases to eight stories (seven stories of residential use and one-story of parking) at its south end. Given that the building sits far away from both Chesapeake Road and MD 410, its visual impact on public roads will not be significant. Between the eastern property boundary of the property and the actual paved roadway of MD 410, there is the Purple Line tracks and a ditch, resulting from the construction of a retaining wall for the Purple Line tracks, as well as vegetation. As such, the building appears visually to be five to six stories from MD 410. The existing vegetation along MD 410 and proposed landscaped plants along Chesapeake Road further screen it from public eyes. The building also has interior setbacks larger than the requirements, as discussed above, which help reduce its visual impact on the adjacent buildings located to the north and south of the property. With these reasons, staff find this request will not substantially impair implementation of the sector plan. Staff further find that the proposed building height will benefit the development and the development district, by contributing to the critical mass of dwelling units anticipated within the Glenridge Transit Village (sector plan, page 58). Accordingly, staff recommend approval of this modification.

e. **Glenridge Transit Village Bulk Table (Standard I.B): A minimum 2 Stories of Ground-Floor Height.** (page 145)

The proposed building is designed with one-story on the ground floor, with two-story spaces for its lobby and clubroom. The reason for designing the first floor to be only one-story is to allow additional affordable units to be included in the building as well as to satisfy the intended density. Furthermore, the height of the ceiling on the first floor would not affect the visual impact of the exterior of the building and would be more energy efficient. In addition, this standard is more suitable for a commercial or office building rather the proposed development that is primarily for residential use, with a small office space. Therefore, staff find this request will not substantially impair implementation of the sector plan. In addition, staff find that providing one-story, at ground-floor height for the majority of the building, will benefit the development and the development district. As discussed

above, this allows for the provision of more affordable dwelling units. Accordingly, staff recommend approval of this modification.

f. **Parking and Access Management (Standard I.C.1):**

No parking shall be located in the front, corner side, or interior side yards.
(page 147)

Twenty surface parking spaces are included in the side yard of the building for ease of access to the office and multifamily building. The parking area is located internally, with proposed landscaping around it for screening. As the proposed parking will not be visible from the street, staff find this request will not substantially impair implementation of the sector plan and recommend approval of this modification. Staff further find that the parking will benefit the development and the development district because the property is a through lot and lacks a rear yard, in which surface parking may be provided for the convenience of visitors to the office and residential uses.

g. **Parking and Access Management (Standard I.C.7):**

To foster shared parking in this area, Section 27-570, Multiple Uses, and Section 27-572, Joint Use of a Parking Lot, shall be waived. The following regulations will apply instead: (page 149)

- a. **For any property under one ownership and used for two or more uses, the number of spaces shall be computed by multiplying the minimum amount of parking required for each land use, as stated under section (6) above, by the appropriate percentage as shown in the shared parking requirements by time period (see Table 8.7a). The number of spaces required for the development is then determined by adding the results in each column. The column totaling the highest number of parking spaces becomes the minimum off-street parking requirement.**
- b. **For two or more uses under separate ownership, the total off-street parking requirement may be satisfied by providing a joint parking facility, and the minimum requirements may be reduced in accordance with the procedure outlined in section (a) above for shared parking for a single owner. The Planning Board shall determine that shared parking is appropriate for the proposed uses and location if:**
 - (1) **The shared parking facility is within 500 linear feet, measured along the most appropriate walking routes between the shared parking facility and the entrances to all establishments being served; and**
 - (2) **The applicant provides a recorded shared-use parking agreement signed by all owners involved that ensures the shared parking facility will be permanently available to all current and future uses and also contains a provision for parking facility maintenance.**

The applicant indicated that they have not determined whether one or two corporate subsidiaries will be owners of the two proposed uses. Regardless of the corporate structure, the applicant will remain in control of the entire building (i.e., both the residential and office space). This modification request is to allow flexibility, to determine the appropriate corporate structure for operating the building and for reserving parking spaces for each use and, thus, waive the requirement of this standard. In addition, the applicant provided the reduced parking tabulation based on different peak hours and those are within the joint surface parking area and parking garage. Given that the applicant will remain in control of the building, staff find this request will not substantially impair implementation of the sector plan. Further, the modification will benefit the development and development district by allowing for greater flexibility in the ultimate ownership of the proposed building. Accordingly, staff recommend approval of this modification.

h. Public Realm Standards, Public and Private Open Spaces (Standard I.D.2):

(c) Commercial storefronts shall maintain an area equal to 60 percent of the front façade (measured between the ground plane and the top of the commercial storefront, not including upper façade sign friezes or extended parapets) for two-way transparency on the front façade.

The subject DSP does not include commercial storefronts; therefore, modification is not required.

i. Public Realm Standards, Public and Private Open Spaces (Standard V.C.8):

All site furnishings should be coordinated and shall feature durable, low-maintenance materials. Site furnishing shall not be constructed of wood (page 178).

Wood is incorporated into the design of seating in open space. The use of wood, which is high-quality, commercial, exterior-grade wood, will allow for a more comfortable seating environment that is welcoming to users of the plaza. Staff find this request will not substantially impair implementation of the sector plan, as the proposed wood will be durable and low-maintenance. Further, wood materials tend to bring warm feelings to users and, therefore, will benefit the development and development district by creating a more inviting plaza. Therefore, staff recommend approval of this modification.

j. Landscape Standards, Buffering incompatible uses (Standard VI.G.4):

The buffer yard requirements within the development district may be reduced to facilitate a compact form of development compatible with the recommendations of the Urban Design chapter. The minimum buffer yard requirements (landscape yard) for incompatible uses in the Landscape Manual (Section 4.7) may be reduced by 50 percent. The number of plant units required per 100 linear feet of property line or right-of-way may also be reduced by 50 percent. A four-foot-high, opaque masonry wall or other

opaque screening treatment shall be provided in conjunction with the reduced width of the buffer yard between office/retail/commercial uses and residential uses (page 184).

This standard refers to Bufferyard 2 on the landscape plan. The adjacent commercial parking lot is classified as Medium (M) impact and requires a Type B Bufferyard, which consists of a 30-foot minimum building setback, a 20-foot minimum landscape yard, and 80 plant units per 100 linear feet of property line. These requirements are reduced by 50 percent because the applicant plans to install a 6-foot-high, opaque fence on the proposed retaining wall within Bufferyard 2. Therefore, the required building setback and bufferyard width are 15 feet and 10 feet, respectively. The 466 linear feet of Bufferyard 2 requires at least 187 plant units.

The applicant proposes an approximately 13-foot building setback, an approximately 10-foot landscape yard, and 224 plant units, including a mix of ornamental/evergreen trees and shrubs. The provision of 224 plant units exceeds the minimum plant unit requirement by almost 20 percent. Although the proposed multifamily building sits below the adjacent commercial parking lot, the top elevation of the retaining wall, located within Bufferyard 2, is almost in the same grade as the parking lot. The proposed 6-foot-high, opaque fence will be located at the top of the retaining wall and will provide sufficient screening, with the proposed landscaped plants.

Staff find that the modification will not substantially impair implementation of the sector plan and will benefit the development and development district due to the provision of adequate screening and additional plant units. However, to prevent future residents, who live in those dwelling units immediately adjacent to Bufferyard 2, from facing the fence directly, a condition is included herein requiring the applicant to relocate the fence to be installed along the property line and the proposed landscape plants to be planted between the fence and the proposed building. In addition, several errors are shown on the landscape plan, for which a condition is included herein for technical correction.

k. **Landscape Standards, Streetscape Elements (Standard VI.I.1):**

Street trees (located in tree pits or continuous planting strips along major streets and planting beds along residential streets). Street trees planted in pits or planting beds shall be interconnected under the paving to provide continuous soil area for tree roots. These pits or planting beds shall be no less than 5 feet in width/diameter in any direction. (page 184)

The applicant does not offer any street trees within the Chesapeake Road frontage because the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE) ultimately has control over the plantings within this public ROW. As such, staff find this request will not substantially impair implementation of the sector plan and will benefit the development and development district by allowing for unified implementation of the streetscape by DPIE. Accordingly, staff recommend approval of this modification.

l. **Landscape Standards, Streetscape Elements (Standard VI.I.2): Street furniture (benches, trash receptacles, lighting, and bus shelters).** (page 184)

The applicant does not offer any streetscape furniture within the Chesapeake Road frontage. This is because the frontage is approximately 160 feet, including 30 feet that makes up the vehicular access to the property. A 5-foot-wide sidewalk between the property and a 5-foot-wide landscape strip for street trees does not leave space for other streetscape elements, such as benches and trash receptacles, which are provided in the central plaza of this DSP. Placing benches or trash receptacles within this frontage could potentially overcrowd this street frontage space and hinder the pedestrian connectivity. Therefore, staff find this request will not substantially impair implementation of the sector plan and will benefit the development and development district, by allowing for unified implementation of the streetscape by DPIE. Accordingly, staff recommend approval of this modification. Although DPIE ultimately has control over the ROW, street lighting along Chesapeake Road needs to be indicated on the plan, which is conditioned herein.

m. **Landscape Standards, Streetscape Elements (Standard VI.I.3): Landscaping and planters.** (page 184)

The applicant does not include any landscaping and plantings within the Chesapeake Road frontage. Although there is limited space within this frontage, staff find that additional shrubs and ground cover plants can be provided around the proposed entry sign, further enhancing the quality of the design, which is conditioned herein. As such, staff do not recommend approval of this modification request.

n. **Landscape Standards, Streetscape Elements (Standard VI.I.4): Decorative paving.**(page 184)

The applicant does not propose any decoratively paved sidewalks along Chesapeake Road. Based on aerial imagery, the existing sidewalks around the subject property do not have decorative paving and the sidewalk within the property frontage is the only missing piece in the area. To align with these sidewalks and considering that the subject property is not located on the primary roadways in the area such as MD 450, staff find this request will not substantially impair implementation of the sector plan and will benefit the development and development district, by providing a cohesive and consistent sidewalk design in the area. Therefore, staff recommend approval of this modification.

The submitted landscape plans do not show any sculpture/artwork to be included within the Chesapeake Road frontage to comply with the following standard. No modification is requested by the applicant, in order to deviate from this standard.

a. **Landscape Standards, Streetscape Elements (Standard VI.I.5): Sculpture/artwork.** (page 184)

The sector plan notes sculpture/artwork as one of street elements that shall be shown on all landscape and lighting plans. The submitted plan does not include sculpture/artwork, and the applicant does not request to modify this standard.

Therefore, a condition is included herein requiring the applicant to incorporate sculpture or artwork into the proposed entry sign, which will be reviewed by staff of the Urban Design Section, prior to certification.

8. Prince George's County Zoning Ordinance: The DSP application has been reviewed for compliance with the requirements of the M-X-T and D-D-O Zones, and the site design guidelines of the prior Zoning Ordinance:

- a. In accordance with Section 27-546 of the prior Zoning Ordinance, the Planning Board must make the following findings:

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

(1) The proposed development is in conformance with the purposes and other provisions of this Division;

The proposed development is in conformance with the purposes of the M-X-T Zone, as stated in Section 27-542 of the prior Zoning Ordinance, as follows:

Section 27-542. Purposes.

(1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;

The subject DSP promotes the orderly development of land, through a proposed mixed-use building, which is in proximity to a Purple Line station. The proposed mixed-use building is the first compact, transit-oriented, development in the area, which could serve as a catalyst for new development and employment opportunities in the vicinity. The residential dwellings in the proposed building will offer desirable and attainable living opportunities for County residents.

(2) To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;

The sector plan recommends mixed-use commercial as the preferred land use for the subject property (page 129). The subject property is located within Glenridge Transit Village,

which is built around a future Purple Line station, and is positioned to evolve into a mixed-use transit village (page 59). The subject DSP meets these recommendations because it comprises both residential dwellings and office space and is located less than five minutes' walking distance from the station. The provision of affordable housing units aligns with the housing goals of the sector plan, by increasing the residential diversity of housing types and providing a balanced mix of housing price points (page 68). With its location in proximity to the station, residents of the proposed building can use the transportation system to access jobs, entertainment, or shopping. Within the property, this DSP includes an outdoor plaza, with a variety of facilities, to serve residents of the building or people living in the vicinity.

(3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;

The subject DSP takes full advantage of the development potential inherent in the M-X-T Zone for a mixed-use building, with affordable housing units, in an underutilized and isolated wooded site. Given that the property is within walking distance of a Purple Line station, the compact, mixed-use building not only conserves the value of the land but also supports the County's transit-oriented development in the area.

(4) To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;

The subject property is less than five minutes walking distance from a Purple Line station. This offers residents of the proposed building an option to use public transit for various purposes. Such convenience will eventually have ripple effects on the enhancement of walking, biking, and transit use. It is anticipated that residents of the building will gradually change their habits and become less dependent on automobiles.

(5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;

The subject DSP includes the addition of residential dwelling units and office space, to the existing commercial development along MD 450. Residents of the proposed building will support a vibrant 24-hour environment and are anticipated to patronize the existing commercial businesses along MD 450, both during and after the workday.

(6) To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;

The subject development is for a vertical mixed-use building, which is primarily for residential dwellings, with office space. In addition to a small surface parking, other parking spaces are located within a parking garage under the residential dwelling and office space. The uses proposed in the building are blended harmoniously within it, and with nearby existing commercial, residential, and office uses.

(7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;

The building design takes cues from the surrounding community but provides unique patterns and design that address the immediate context of a transition from a busy urban transit area to a residential neighborhood, as discussed in Finding 6 above. The location of the building reinforces the design to create this transition but also provides the least visual impact on the existing residential users, with the existing vegetation around the property and proposed landscaping within the perimeter of the site.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;

The proposed building will be designed with several green building techniques, including energy star appliances and windows and high efficiency water heaters and mechanical systems. The submitted SWM concept plan shows four micro-bioretenment areas, to be integrated into landscape design, and a SWM vault.

(9) To permit a flexible response to the market and promote economic vitality and investment; and

The subject property is zoned M-X-T, which was created to allow flexibility to respond to the changing market. The proposed mixed-use building, including affordable housing units, will not only bring new residents, but also promote economic vitality and additional investment in the area. The subject development is part of the responses to the market incentives provided by the County.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

Constraining by the site configuration and topography, the freedom of architectural design enables the development to maximum land use, while managing to create one open plaza in front of the building, with various types of recreational facilities, as well as to bring air and light to the site and improve the streetscape with the street frontage, as discussed in Finding 6 above.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;

The sector plan, approved after October 1, 2006, rezoned the subject property to the M-X-T and D-D-O Zones from the Commercial Shopping Center (C-S-C) and Commercial Office (C-O) Zones. The proposed development is in conformance with the D-D-O Zone development standards, except for the requested modifications to the standards discussed in Finding 7, above.

(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;

The subject property is a through lot and fronts Chesapeake Road and MD 410. The front (west side) of the building is oriented towards Chesapeake Road, with the building's main entrance located on this side. The east side of the building, facing MD 410, is also designed to appear to be the front of the building. As a result, the proposed development has an outward orientation. The proposed building sits away from the adjacent paved roadways and buildings. The existing vegetation and the proposed landscaping around the

perimeter of the property integrates the proposed development with existing, adjacent development. The proposed development anticipates catalyzing adjacent and nearby community improvements and helping to rejuvenate the area because it sits at a critical connection among urban transit, a commercial corridor, and residential neighborhoods.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

The vicinity of the subject property includes a range of commercial uses (e.g., shopping centers, grocery stores), a variety of existing residential housing, and other institutional uses. The property is also in proximity to a future Purple Line station. Adding a mixed-use building, which is primarily for residential use, will support the transit-oriented development in the vicinity, and residents who are brought to the area by the proposed development will support the existing commercial and retail businesses in the area. Therefore, the proposed development is compatible with existing and proposed development in the vicinity.

(5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

The residential dwelling units and office use are arranged vertically within the building. Under both uses, the building also includes a parking garage. As such, the design limits the building footprint and leaves space for landscaping around the perimeter of the property and accommodates an outdoor plaza with various types of recreational facilities, in front of the building. Indoor recreational facilities are also included to satisfy different needs. With these reasons, the development proposed in this DSP reflects a cohesive development, capable of sustaining an independent environment of continuing quality and stability.

(6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

The subject DSP seeks to develop one single building, which is not planned to be staged development.

(7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

The circulation plan, submitted with this DSP, shows improved sidewalks and crosswalks, which will enhance the pedestrian system

established within the subject property. This pedestrian system includes a sidewalk along Chesapeake Road, sidewalks along the drive aisle in front of the building, and walkways within the landscaped area. When pedestrians need to cross a drive aisle, crosswalks are provided. These sidewalks and crosswalks connect to building entrances and provide access to the outdoor plaza. As such, the pedestrian system not only encourages pedestrian activity in the central plaza but also allows safe pedestrian access to surface parking areas and to the sidewalk along Chesapeake Road.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

Gathering places proposed with the subject DSP include an outdoor central plaza, an indoor club/community room, and an indoor fitness room, which are discussed in Finding 6, above. The design of these areas focuses on human scale and other urban design perspectives. Instead of creating a space with facilities, each space is carefully designed, to create several subareas within the plaza to accommodate various people and activities at the same time. For example, the club room includes a kitchen area, a living area, and a dining area. The outdoor plaza is designed with three subareas: a seating area, a turf area, and a playground area. Facilities within each subarea are designed and selected to support its intended use, and to support social activities such as chairs and tables, lighting, pavement, and landscaping.

The DSP also includes a pedestrian system that allows people to walk within the subject property or access to the sidewalk along Chesapeake Road to walk along the urban blocks in the vicinity.

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from**

later amending this finding during its review of subdivision plats.

This requirement is not applicable because the subject application is a DSP.

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

This requirement is not applicable because PPS 4-23005 (PGCPB Resolution No. 2024-067) was approved on July 18, 2024, and Certificate of Adequacy ADQ-2023-056 was approved on June 20, 2025. The subject DSP application is consistent with the development evaluated with PPS 4-23005.

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

This requirement is not applicable because the subject site contains a total of approximately 3 acres.

- b. The DSP application is in conformance with the additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

- (a) Except as provided in Subsections (b) and (c) of this Section, additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

The DSP has been reviewed, in accordance with the applicable requirements from the above sections of the prior Zoning Ordinance, in Findings 2, 6, 8, and 12 within this technical staff report.

Section 27-548. M-X-T Zone.

(a) Maximum floor area ratio (FAR):

- (1) Without the use of the optional method of development — 0.40 FAR; and**
- (2) With the use of the optional method of development — 8.00 FAR.**

The applicant proposes to use the optional method of development for the subject DSP, in accordance with Section 27-545 of the prior Zoning Ordinance. The base floor area ratio (FAR) is 0.4 for the subject M-X-T zoned property. Section 27-545(b)(4), Residential use, of the prior Zoning Ordinance notes that, "Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided." Accordingly, this DSP receives one additional FAR, as 245 residential units are proposed with this DSP.

Section 27-545 (b)(6), Outdoor plaza, of the Zoning Ordinance notes that:

"Eight (8) gross square feet shall be permitted to be added to the gross floor area of the building for every one (1) square foot of outdoor plaza provided. The plaza shall be open to the sky, except for street furniture, landscaping, or similar items, or any sun or rain shades (not including open arcades) which cover not more than twenty percent (20%) of the plaza area. The plaza shall reflect a high degree of urban design which encourages a variety of human activities, such as walking and sitting in a pleasant public space. The plaza, and any buildings on the south side of the plaza, shall be arranged and designed to admit sunlight to the plaza. The plaza shall contain extensive plantings, a range of seating options, other street furniture, and works of art or water features, such as statuary, fountains, and pools. The plaza shall be surfaced in textured concrete, masonry, ceramic paving units, wood, or other approved special surfacing material. Lighting shall be furnished which provides for both safety and visual effect. The minimum size of a plaza shall be eighty (80) feet by one hundred (100) feet."

In this DSP, the applicant includes an open-air central plaza, of approximately 12,074 square feet, which complies with the minimum size of 80 feet by 100 feet. This plaza is open to the sky and oriented southwest, in order to bring in sunlight. The plaza is designed to reflect a high degree of urban design and encourages a variety of social activities, such as walking, and sitting in a pleasant public space. The plaza not only contains extensive landscaping around its perimeter, but also provides a range of seating options, trash receptacles, and a playground structure. One bench, which is located in the artificial turf area and next to the playground area, is designed in an artistic, sculptural form, to bring attractiveness and interest to the plaza. Staff find that this satisfies the requirement to provide a work of art

Utilizing the two optional methods as discussed above, the total FAR permitted for the subject DSP is approximately 2.14 (or 279,544 square feet). The total square footage of the development, proposed with this DSP, is 275,625 square feet (approximately 2.11 FAR), which is below the permitted FAR. The submitted site plan shows the boundary of the plaza for a public access easement, to ensure public access and use, but does not delineate the walkway area on the plan, to ensure the public can actually access the plaza. Conditions are included herein requiring the applicant to execute a public access easement or covenant at the time of final plat and delineate a public pedestrian easement for public access.

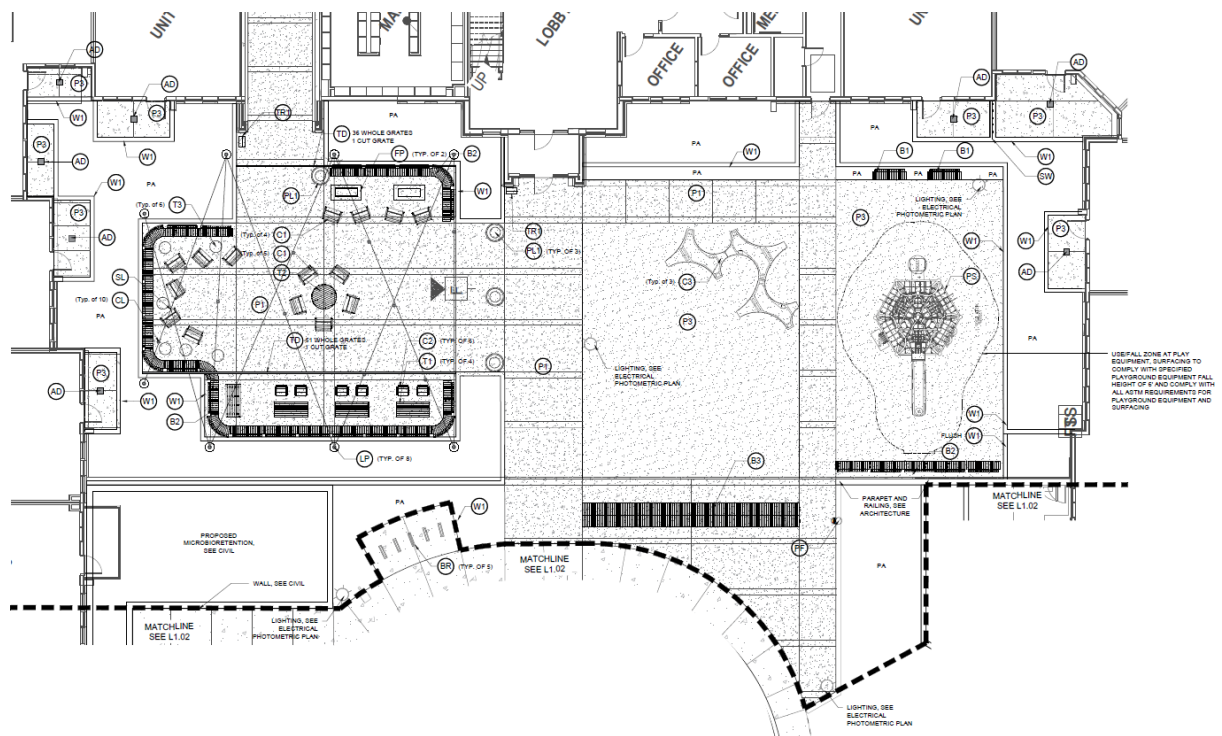


Figure 5: Detailed Plan for Central Plaza

- (b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

DSP-23008, DDS-24002,
and AC-24005

- (c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

The DSP shows the dimensions for the location and height of the proposed development, but not the coverage, for which a condition is included herein to be noted on the coversheet.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 12 below provides a detailed discussion on the plan's conformance with the development district standards and the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

The FAR for the proposed development is approximately 2.11, which is under the permitted 2.14 FAR. The proposed FAR, with this DSP, is in conformance with the approval of CSP-23001 (PGCPB Resolution No. 2024-007).

- (f) **Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

The proposed development does not have any private structures in the air space above, or in the ground below the surrounding public ROWs.

- (g) **Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

The subject site, for the proposed development, has direct frontage on and vehicular access to Chesapeake Road.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots...**

This requirement is not applicable to this DSP because no townhouse units are being proposed.

- (i) **The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.**

The development district standards in the sector plan supersede zoning where there is a conflict. The maximum height in the M-X-T Zone of 110 feet conflicts with the development district standards, which allows a maximum of six stories. This standard is addressed in Finding 7 above.

- (j) **As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by technical staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by technical staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.**

This subject property was rezoned to the M-X-T and D-D-O Zones by the sector plan, approved after October 1, 2006. However, a comprehensive land use planning study was not conducted by technical staff prior to the initiation of the sector plan. Therefore, this regulation is not applicable to this DSP.

- c. **Departure from Design Standards DDS-24002:** The applicant's alternative compliance application, AC-24005, from Section 4.6 of the Landscape Manual, Buffering Development from Streets, was recommended for disapproval by the Planning Director, given that an alternative design equal to or better than the normal landscape buffer requirement is not proposed. The detailed information is included in Finding 12 below. Therefore, the applicant requests a departure from

Section 4.6, Buffering Development from Streets, 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 of the prior Zoning Ordinance.

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 proposed building is far away from the paved roadway of MD 410 because of the intervening Purple Line tracks and ditch area, resulting from construction of a retaining wall to support the track. The existing vegetation in the ditch area 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 proposed 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. In addition, the applicant wants to achieve the anticipated density for providing housing to 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.

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

The subject DSP 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 subject DSP 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.

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

The residential dwelling units and office space in the proposed 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 subject DSP 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 this DSP showcases an example of promoting a beneficial relationship between the uses of land and buildings. Although the proposed 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 proposed landscaping. The existing vegetation and proposed 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 proposed landscaping will provide sufficient buffers to the proposed building, which will be constructed to meet the current building codes. 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 245 dwelling units are the density this DSP seeks, which ensures the economic viability of this development. Requiring a 50-foot-wide landscape buffer can potentially put this development into jeopardy because the number of dwelling units would be reduced significantly. Subsequently, this DSP cannot provide sufficient housing to meet the needs of the County and serve as 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, which separates the proposed 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 proposes open space in the form of a plaza in front of the building.

(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 is in proximity to a Purple Line station, this subject DSP 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 proposed 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 proposed 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.

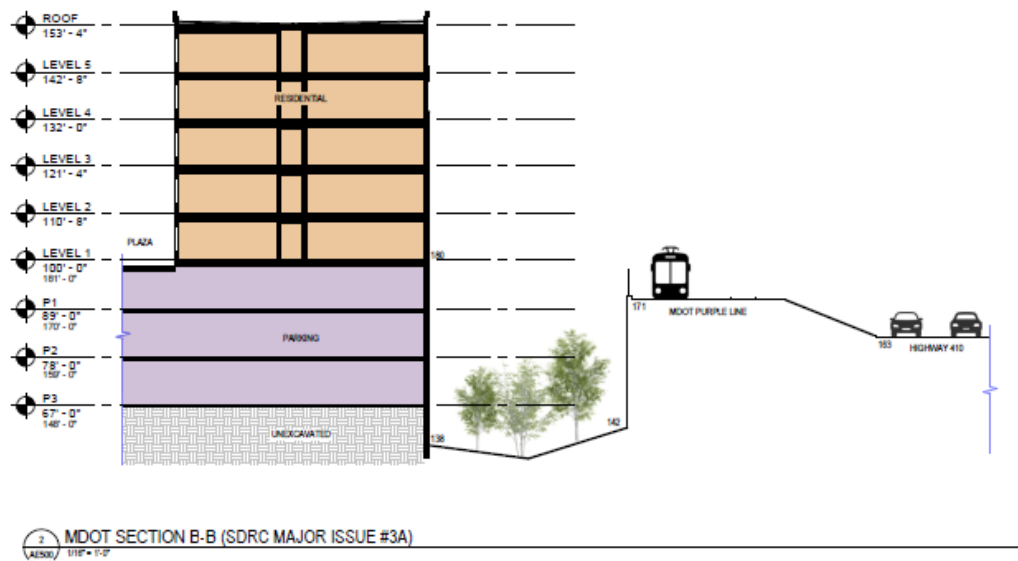


Figure 6: Relationship between Building, Purple Line and MD 410

- (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. Staff find 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 proposed 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 proposed development. Therefore, staff find the proposed 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;

Staff agree 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 through 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 proposed 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.

Staff find 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 residential diversity of housing types and providing a balanced mix of housing price points. Residents of the proposed 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.

Based on the analysis above, staff support 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. 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 Director denied this request because there is no feasible proposal that would exhibit equally effective design characteristics, as defined in the Landscape Manual.

9. **Conceptual Site Plan CSP-23001:** CSP-23001 was approved by the Planning Board on March 7, 2024 (PGCPB Resolution No. 2024-007), subject to four conditions and one consideration. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff's analysis of the conditions follows each one, in plain text:

3. **Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the application package.**

A slope stability analysis for mitigated conditions was provided with this DSP.

4. Prior to approval of the detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall show the following facilities on a pedestrian and bike facilities plan:

- a. A minimum 5-foot-wide sidewalk, and shared roadway pavement markings and signage along the property frontage of Chesapeake Road, unless modified by the operating agency, with written correspondence.**

The site plan shows a minimum 5-foot-wide sidewalk but does not show shared roadway pavement markings and signage along the property frontage of Chesapeake Road. A condition is included herein requiring the applicant to add this information to the plan.

- b. A minimum 5-foot-wide sidewalk from the building entrance to the frontage of Chesapeake Road.**

A 5-foot-wide sidewalk is located to the north of the surface parking area to connect to the building entrance. With a crosswalk that crosses the drive aisle in the surface parking area, this sidewalk connects to another 5-foot-wide sidewalk located on the south side of the drive aisle and eventually connects to the 5-foot-wide sidewalk along Chesapeake Road.

- c. Americans with Disabilities Act (ADA)-compliant curb ramps and crosswalks along any required on-site and off-site accessible route. The ADA compliancy of the off-site route is subject to approval by the operating agency.**

The site plan demonstrates standard sidewalks with Americans with Disabilities Act (ADA) compliant curb ramps along the property frontage and within the site, connecting Chesapeake Road to the building entrance.

- d. Designated pathways for pedestrians throughout the site to all uses and through surface parking lots.**

Designated sidewalks, walkways, and crosswalks are shown on the submitted site plan, with a minimum width of 5 feet. These pathways enable pedestrians to navigate throughout the site and through the surface parking area.

- e. On-site amenities to be accessible and functional throughout the site, as required by applicable codes, to accommodate the mixed-use community.**

The subject DSP includes both indoor and outdoor recreational facility areas, which provide various amenities, as discussed in Finding 6 above. With the designated pathways provided, these on-site facilities are accessible and functional throughout the site to accommodate the mixed-use community.

- f. **Long-term bicycle parking within the multifamily building and short-term bicycle parking near the building entrance, in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines.**

Short- and long-term bicycle parking is provided on-site at the building entrance and within the parking garage, in accordance with American Association of State Highway and Transportation Officials (AASHTO) guidelines.

- g. **Short-term bicycle parking for commercial areas at a location convenient to the buildings, in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines.**

Short-term bicycle parking is provided on-site at the building entrance, near the proposed office use.

- 10. **Preliminary Plan of Subdivision 4-23005:** PPS 4-23005 was approved by the Planning Board on July 18, 2024 (PGCPB Resolution No. 2024-067), subject to 17 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff's analysis of the conditions follows each one, in plain text:

- 2. **Development of this site shall be in conformance with Stormwater Management Concept Plan 20142-2023-SCD, once approved, and any subsequent revisions.**

The subject DSP is in conformance with SWM Concept Plan 20142-2023-SCD.

- 4. **In accordance with Section 24-135 of the prior Prince George's County Subdivision Regulations, the applicant and the applicant's heirs, successors, and/or assignees shall allocate appropriate and developable areas for, and provide, adequate on-site recreational facilities.**

Detailed discussion was addressed in Finding 6 above, with conditions included in the Recommendation section of this report. Therefore, the subject DSP is in conformance with this condition.

- 6. **The on-site recreational facilities shall be reviewed by the Urban Design Section of the Development Review Division of the Prince George's County Planning Department, for adequacy and proper siting, in accordance with the Park and Recreation Facilities Guidelines, with the review of the detailed site plan (DSP). Timing for construction shall also be determined at the time of DSP.**

On-site recreational facilities have been provided, as shown on the DSP coversheet, which also includes the construction timing of these facilities. Detailed discussion was addressed in Finding 6 above, with conditions included in the Recommendation section of this report.

- 8. Prior to acceptance of the detailed site plan, a slope stability analysis for mitigated conditions shall be included in the acceptance package.**

A slope stability analysis for mitigated conditions, dated December 29, 2023, was provided with this DSP. A report addendum, dated January 23, 2024, was prepared for the DSP based on a new grading plan provided on December 29, 2023.

- 15. In accordance with the 2009 Approved Countywide Master Plan of Transportation and the 2010 Approved Central Annapolis Road Sector Plan and Sectional Map Amendment, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following facilities, and the facilities shall be shown on a pedestrian and bikeway facilities plan as part of the detailed site plan, prior to its acceptance:**

- a. A minimum 5-foot-wide sidewalk and shared roadway pavement markings and signage along the property frontage of Chesapeake Road, unless modified by the operating agency with written correspondence.**

The site plan shows a minimum 5-foot-wide sidewalk but does not show shared roadway pavement markings and signage along the property frontage of Chesapeake Road. A condition is included herein requiring the applicant to add this information to the plan.

- b. A minimum 5-foot-wide sidewalk from the building entrance to the frontage of Chesapeake Road.**

A 5-foot-wide sidewalk is located to the north of the surface parking area to connect to the building entrance. With a crosswalk that crosses the drive aisle in the surface parking area, this sidewalk connects to another 5-foot-wide sidewalk located on the south side of the drive aisle and eventually connects to the 5-foot-wide sidewalk along Chesapeake Road.

- c. Provide Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points throughout the site.**

The site plan demonstrates standard sidewalks with ADA-compliant curb ramps along the property frontage and within the site, connecting Chesapeake Road to the building entrance.

- d. Designated internal or external pathways for pedestrians throughout the site, to all uses, and through surface parking lots.**

Designated sidewalks, walkways, and crosswalks are shown on the submitted site plan, with a minimum width of 5 feet. These pathways enable pedestrians to navigate throughout the site and through the surface parking area.

- e. Streetscape amenities to be accessible and functional throughout the site, to accommodate the mixed-use community.**

The subject DSP includes both indoor and outdoor recreational facility areas, which provide various amenities, as discussed in Finding 6 above. With the designated pathways provided, these on-site facilities are accessible and functional throughout the site to accommodate the mixed-use community.

- f. Long-term bicycle parking within the multifamily building and short-term bicycle parking near the building entrance, in accordance with American Association of State Highway and Transportation Officials guidelines.**

Short- and long-term bicycle parking is provided on-site at the building entrance and within the parking garage, in accordance with AASHTO guidelines.

- g. Short-term bicycle parking for the commercial area, at a location convenient to the building, in accordance with American Association of State Highway and Transportation Officials guidelines.**

Short-term bicycle parking is provided on-site at the building entrance, near the proposed office use.

- 16. At the time of the detailed site plan review, the applicant shall delineate the boundary of the proposed outdoor plaza, with details of amenities included within.**

The boundary of the proposed outdoor plaza is delineated on the site plan submitted with this DSP, and includes the details of amenities included within.

- 17. Prior to acceptance of a detailed site plan (DSP), the applicant shall submit a Phase II noise study based on the final site layout and building architecture. The study shall evaluate how outdoor activity areas can be mitigated to 65 dBA/Leq or less during the hours of 7:00 a.m. to 10:00 p.m., and 55 dBA/Leq or less during the hours of 10:00 p.m. to 7:00 a.m. The study shall demonstrate that the interiors of dwelling units will be mitigated to 45 dBA or less. The DSP shall identify all dwelling units requiring enhanced building shell design or construction materials for interior noise mitigation, and the architecture shall reflect the enhancements required to these units. The Planning Board's approval of the DSP shall determine whether any outdoor noise mitigation is required, and the DSP shall show the locations and details of any features provided for outdoor noise mitigation. The ground-level mitigated 65 dBA/Leq noise contour, ground-level mitigated 55 dBA/Leq noise contour, upper-level mitigated 65 dBA/Leq noise contour(s), and upper-level 55 dBA/Leq noise contour(s) shall be delineated on the DSP, accounting for the locations of buildings and all noise barriers.**

The applicant provided a Phase II noise analysis dated July 25, 2024. However, some of the contours required to be shown on the DSP by this condition were not provided in the Phase II analysis and, therefore, are not shown on the DSP. Specifically, those missing contours are the upper-level mitigated 65 dBA/Leq noise contour and upper-level mitigated 55 dBA/Leq noise contour. Therefore, conditions

are included herein to note those missing noise contours on the plan and revise architectural elevations for replacing those affected balconies with Juliet balconies. The analysis does provide a noise plan that depicts the units requiring mitigation to reduce the interior noise to 45 dBA/Leq, as required by the Prince George's County Zoning Ordinance, and provides recommended mitigation in the form of upgraded windows (operating and fixed) and doors that meet specific Sound Transmission Class (STC) rating requirements.

11. **Certificate of Adequacy ADQ-2023-008:** ADQ-2023-008 was approved by the Planning Director on June 20, 2024, subject to four conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff's analysis of the project's conformance to the conditions follows each one, in plain text:

2. **Total development within the associated Preliminary Plan of Subdivision shall be limited to uses which generate no more than 131 AM peak-hour trips and 151 PM peak-hour trips.**

The proposed development, with this DSP, is consistent with that evaluated under PPS 4-23005 and will not exceed the established trip cap.

4. **Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a bicycle and pedestrian facilities plan that illustrates the location, limits, specifications, and details of the on-site and off-site pedestrian and bicycle adequacy improvements consistent with Section 24-4506(c)(1)(G) of the Prince George's County Subdivision Regulations.**

The site plan includes a total of 31 bicycle parking spaces on-site that are located near each site entrance and within the parking garage; 5-foot-wide sidewalks are provided along the property's frontage, and pedestrian pathways and crosswalks are included, to provide a direct path from the building entrance to the roadway frontage.

12. **2010 Prince George's County Landscape Manual:** The sector plan notes that, the regulations and requirements of the Landscape Manual shall apply to the D-D-O Zone, unless the development standards specify otherwise (pages 182–183). The submitted landscape plan shows that the subject DSP is in conformance with those landscape-related development district standards, except one modification request discussed in Finding 7 above, and one AC request which is discussed below. However, there is a technical error in the schedule for Standard VI.G., for Bufferyard 1, for which a condition is included herein to correct the required and provided width of the landscape yard to be 10 feet. In some schedules, the number of ornamental and evergreen trees are combined. A condition is included requiring the applicant to differentiate the number of ornamental and evergreen trees separately. In addition, the sector plan does not include any standards that modify Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual. The number of plantings in Schedule 4.9-1 is not consistent with other schedules included in the landscape plan, for which a condition is included herein for correction.

As part of DSP-23008, the applicant filed a request for Alternative Compliance, AC-24005, from Section 4.6, Buffering Development from Streets, of the Landscape Manual. Specifically, the applicant seeks relief, as follows:

Section 4.6, Buffering Development from Streets

The applicant has requested alternative compliance from the requirements of Section 4.6 of the Landscape Manual, along MD 410, which is classified as an arterial road. This requires the applicant to provide a minimum 50-foot-wide buffer to be planted with 6 shade trees, 16 evergreen trees, and 30 shrubs per 100 linear feet of frontage. The applicant seeks relief from these requirements, as follows:

REQUIRED: Section 4.6(c)(1)(B)(i), Buffering Development from Streets, along MD 410

Length of bufferyard	534 linear feet
Minimum landscape yard width	50 feet
Shade Trees	33
Evergreen Trees	86
Shrubs	161

PROVIDED: Section 4.6(c)(1)(B)(i), Buffering Development from Streets, along MD 410

Length of bufferyard	534 linear feet
Minimum landscape yard width	0.5 feet
Shade Trees	0
Evergreen Trees	0
Shrubs	0

Justification of Recommendation

The applicant proposes a buffer of approximately 0.5 feet wide 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 within the MD 410 right-of-way. However, the applicant has stated that they do not expect approval of this AC request, and they have filed a Departure from Design Standards, DDS-24002, pursuant to Section 1.3(f) of the Landscape Manual, and Section 27-239.01 of the prior Zoning Ordinance.

Based on the above factors, the Planning Director does not find the applicant's proposal to be equally effective in fulfilling the intent and purposes of Section 4.6 of the Landscape Manual, to provide a buffer between a multifamily development and an arterial road, in order to reduce the adverse impacts to the multifamily development. Therefore, the Planning Director concludes that the proposed alternative design solution fails to meet the approval criteria and recommends disapproval.

13. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the grandfathering provisions of the 2024 Woodland Conservation Ordinance because the property had a tree conservation plan (TCP) that was accepted for review on or before June 30, 2024. The property must conform to the regulations of the

2010 Woodland Conservation Ordinance and the 2018 Environmental Technical Manual. A Type 2 Tree Conservation Plan, TCP2-001-2025, was submitted with the subject DSP.

Based on the TCP2 submitted with this DSP, the site contains 2.79 acres of woodland in the net tract and has a woodland conservation threshold of 0.45 acre (15 percent). The woodland conservation worksheet proposes the removal of 2.69 acres of woodland, resulting in a woodland conservation requirement of 1.39 acres. According to the TCP2 worksheet, the requirement is proposed to be met with 1.39 acres of off-site woodland conservation credits. The environmental letter of justification previously submitted with the CSP indicates that on-site preservation, afforestation, and reforestation cannot be met as it would limit the developable area of the site.

The site has a 50-foot drop in elevation from the western side of the property to the east. This results in extra earthwork and grading, limiting the amount of woodland on-site.

14. **Prince George's County Tree Canopy Coverage Ordinance:** Prince George's County Council Bill CB-21-2024, for the Tree Canopy Coverage Ordinance, became effective July 1, 2024. Subsequently, Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. Properties in the NAC Zone are required to provide a minimum of 15 percent of the net tract area to be covered by tree canopy. The subject site is approximately 3 acres, and the required TCC is approximately 0.45 acre or 19,602 square feet. This requirement is met through the on-site existing trees and proposed landscaped plants, as required by the Landscape Manual, as shown in the TCC schedule. However, the number of plants does not match the numbers of plants in other schedules. A condition is included herein requiring the applicant to correct the TCC schedule.
15. **Referral comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:
 - a. **Historic Preservation and Archeological Review**—In a memorandum dated February 10, 2025 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. A Phase I archeology survey will not be recommended. The subject property does not contain, and is not adjacent to, any Prince George's County historic sites or resources.
 - b. **Community Planning**—In a memorandum dated February 10, 2025 (Selvakumar to Huang), the Community Planning Division provided an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan* and the sector plan, and supported the proposed alternative development district standards requirements, which are discussed in Finding 7 above.
 - c. **Transportation Planning**—In a memorandum dated February 6, 2025 (Daniels to Huang), the Transportation Planning Section offered the following:

Master Plan Roads

The subject property has frontage on Chesapeake Road, which has no master plan designation. The site also has frontage along MD 410 (A-15), a master-planned arterial with four to six lanes and an ultimate ROW of 120 feet. The site has no planned access to MD 410. The ROW along both road frontages were reviewed at the time of PPS 4-23005. No additional dedication is required with this application.

Master Plan Pedestrian and Bike Facilities

The 2009 *Approved Countywide Master Plan of Transportation* (MPOT) recommends a shared roadway along the frontage of Chesapeake Road and a bicycle lane along MD 410. The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, pages 9–10):

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO Guide for the Development of Bicycle Facilities.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

Policy 6: Work with the State Highway Administration and the Prince George's County Department of Public Works and Transportation to develop a complete streets policy to better accommodate the needs of all users within the right-of-way.

The sector plan also recommends the following policy:

- **Provide a multimodal, pedestrian-friendly, transportation system at centers and corridors that is integrated with the desired development pattern.**

The property frontage will include shared road (sharrows) pavement markings and signage to fulfill the master-planned facilities. Staff recommend this facility be included in the DSP and the pedestrian and bicycle facilities plan. In addition, Chesapeake Road will include sharrows and signage beyond the frontage as part of the Bicycle and Pedestrian Impact Statement (BPIS), off-site improvements as well as several additional improvements connecting the site to adjacent properties. The

planned bicycle lane along MD 410 is not recommended with this development. Although the site has frontage along MD 410, there is no planned direct access. The construction of the Purple Line is currently ongoing, and the site is adjacent to the Glenridge station Purple Line stop. The frontage improvements provided by the proposed development will create a connection to the Glenridge station for future residents and the neighboring properties.

The site plan also includes a 5-foot-wide sidewalk along the property's frontage and within the site including associated crosswalks and ADA curb ramps. Short- and long-term bicycle parking is provided. The proposed facilities and amenities provide frontage improvements, continuous pedestrian and bicycle connections, and designated parking to encourage multimodal activities, as well as connect and integrate the site into the surrounding neighborhood and meet the intent of the master plan.

- d. **Subdivision**—In a memorandum dated February 10, 2025 (Bartlett to Huang), the Subdivision Section provided an analysis of the conditions of PPS 4-23005 and ADQ-2023-008, as included in Findings 10 and 11 above.
- e. **Environmental Planning**—In a memorandum dated February 7, 2025 (Rea to Huang), the Environmental Planning Section offered the following:

Natural Resources Inventory

A Natural Resources Inventory (NRI-045-2023) plan was approved on June 23, 2023, and is provided with this DSP application. This site does not contain any streams but does have a small portion of an isolated wetland and associated buffer, comprising the regulated environmental features (REF). Four specimen trees are associated with this site.

It should be noted that, during review of PPS 4-23005, it was reported that the soil on this site was contaminated from off-site sources. The owner/applicant is working with the Maryland Department of the Environment (MDE) to clean the site of these contaminants, through a voluntary cleanup program, monitored by MDE.

Specimen Trees

A Subtitle 25 variance was approved with CSP-23001, for the removal of four specimen trees, identified as Specimen Trees ST-1 through ST-4. No additional specimen trees have been requested for removal with this application.

Regulated Environmental Features

This site contains REF that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5) of the Subdivision Regulations. The site contains no streams or floodplain; therefore, no primary management area (PMA) is on-site. However, there is a total of 5,228 square feet of environmental features, consisting of 96 square feet of isolated wetlands on-site, and 5,132 square feet of wetland buffer that is associated with an off-site wetland. Isolated wetlands, not associated with a stream, stream buffer, or 100-year floodplain, are not delineated as PMA; however, authorization from MDE, Nontidal Wetlands Division is still required prior to disturbance. The Planning Board approved impacts to the

isolated wetland with PPS 4-23005 and no additional impacts are proposed with this application.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture, Natural Resources Conservation Service, Web Soil Survey, are Russett-Christiana-Urban land complex, Christiana-Downer-Urban land complex, and Urban land. Marlboro clay is not found on or near this property.

A condition of CSP-23001 and 4-23005 required that the applicant provide a slope stability analysis for unmitigated and mitigated conditions in the DSP application package. The applicant provided this documentation. The Maryland-National Capital Park and Planning Commission's geotechnical planner has reviewed the documentation and has no issues at this time.

The applicant has indicated that this site has been contaminated from off-site sources. The applicant is working with the MDE's Voluntary Cleanup Program to remediate this contamination.

Stormwater Management

An approved SWM Concept Plan, 20142-2023-SDC/P55606-2024-SDC, was submitted with the subject application. Proposed SWM features include four micro-bioretention facilities, and a SWM vault. No further information is required regarding SWM with this application.

- f. **Permit Review**—In a memorandum dated January 28, 2025 (Glascoe to Huang), the Permit Review Section offered comments on signage and recreational facilities for the subject DSP, which were addressed by the applicant in the revised plan.
- g. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated February 12, 2025 (Thompson to Huang), DPR offered no comments on the subject DSP.
- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on this application.
- i. **Prince George's County Fire/EMS Department**—In a memorandum dated February 4, 2025 (Reilly to Hung), the Fire/EMS Department offered fire-related comments, which are added to the Recommendation section of this report.
- j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.
- k. **Prince George's County Health Department**—In a memorandum dated January 22, 2025 (Adepoju to Huang), the Health Department offered a health impact assessment of the proposed development and comments addressing potential impact activities, such as noise and dust, extending into adjacent properties during construction.

- l. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC did not offer comments on this application
 - m. **City of New Carrollton**—The subject property is located within 0.25 mile of the geographical boundary of the city of New Carrollton. The DSP application was referred to the municipality for review on February 25, 2025. At the time of the writing of this technical staff report, the city of New Carrollton did not offer comments on this application.
 - n. **Town of Landover Hills**—The subject property is located within 0.25 mile of the geographical boundary of the town of Landover Hills. On February 21, 2025, the mayor of Landover Hills, Mr. Jeff Schomish, contacted staff and indicated receiving the Notices of Public Hearing for the subject DSP and requested the associated DDS-24002 materials. Staff immediately responded and provided the materials to the mayor for his review. On February 25, 2025, this DSP application was again referred to the municipality for review. At the time of the writing of this technical staff report, the town of Landover Hills did not offer comments on this application.
 - o. **City of Glenarden**—The subject property is located within one mile of the geographical boundary of the city of Glenarden. The DSP application was referred to the municipality for review on February 25, 2025. At the time of the writing of this technical staff report, the city of Glenarden did not offer comments on this application.
- 16. **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 DSP.
 - 17. The subject application adequately takes into consideration the requirements of the D-D-O Zone and the sector plan. The amendments to the development district standards, required for this development, would benefit the development and the development district, as required by Section 27-548.25(c) of the prior Zoning Ordinance, and would not substantially impair implementation of the sector plan.
 - 18. Based on the foregoing, and as required by Section 27-285(b)(1) of the prior Prince George’s County Zoning Ordinance, the DSP, if approved with conditions, represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the prior Prince George’s County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. Specifically, these site design guidelines are supplanted by the development district standards contained in the sector plan.
 - 19. As required by 27-285(b)(2) of the prior Zoning Ordinance, this DSP conforms to CSP-23001.
 - 20. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.
 - 21. Per Section 27-285(b)(4) of the prior Zoning Ordinance, “The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been

preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).” This finding was made at the time of the PPS and no additional impacts to REF are proposed with this DSP application.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommend that the Prince George’s County Planning Board adopt the findings of this report and recommend the following:

A. APPROVAL of modification of the following development district standards:

1. **Glenridge Transit Village Bulk Table, Front Building Placement Line (Standard I.B)** (page 145): To allow the front building placement line for the proposed building to be approximately 59 feet from Chesapeake Road.
2. **Glenridge Transit Village Bulk Table, Interior Side Yard (Standard I.B)** (page 145): To allow both interior side yard setbacks to be approximately 23 percent of the lot width.
3. **Glenridge Transit Village Bulk Table, Building Height (Standard I.B)** (page 145): To allow the building’s height, as shown on the architectural elevations, that are submitted with this DSP.
4. **Glenridge Transit Village Bulk Table, Ground-Floor Height (Standard I.B)** (page 145): To allow the building’s ground-floor height, as shown on the architectural elevations, that are submitted with this DSP.
5. **Parking and Access Management (Standard I.C.1)** (page 147): To allow surface parking located in the side yard of the building for ease of access.
6. **Parking and Access Management (Standard I.C.7)** (page 149): To waive the requirement of this development district standard.
7. **Public Realm Standards, Public and Private Open Spaces (Standard V.C.8)** (page 170): To allow site furnishings to be constructed of wood.
8. **Landscape Standards, Buffering incompatible uses (Standard VI.G.4)** (page 184): To allow a 13-foot building setback along Bufferyard 2, in lieu of the required 15 feet.
9. **Landscape Standards, Streetscape Elements (Standard VI.I.2)** (page 184): To allow no benches, trash receptacles, or bus shelters within the Chesapeake Road frontage.
10. **Landscape Standards, Streetscape Elements (Standard VI.I.4): Decorative paving** (page 184): To allow the sidewalk along Chesapeake Road, within the property’s frontage, to not be designed with decorative paving.

- B. DISAPPROVAL of Alternative Compliance AC-24005, for Section 4.6, Buffering Development from Streets, of the 2010 *Prince George's County Landscape Manual*, along MD 410 (Veterans Parkway), which is classified as an arterial road.
- C. APPROVAL of Departure from Design Standards DDS-24002, for Flats at Glenridge Station, to allow approximately 0.5-foot-wide bufferyard and no landscaped plans provided along MD 410 (Veterans Parkway).
- D. APPROVAL of Detailed Site Plan DSP-23008 and Type 2 Tree Conservation Plan TCP2-001-2025, for Flats at Glenridge Station, subject to the following conditions:
 - 1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan (DSP), as follows, or provide the specified documentation.
 - a. Add the lot coverage of this DSP to the general notes on the coversheet.
 - b. Revise the parking information, as follows:
 - (1) Indicate all the dimensions of drive aisles and parking spaces on the floor plan of the parking structure.
 - (2) Correct the size of compact parking spaces to be 8 feet by 16.5 feet.
 - (3) Indicate the two required handicap van-accessible parking spaces, with dimensions, on the plan and add this number to the parking schedule on the coversheet.
 - (4) Correct the size of the handicap-accessible parking spaces to be 9 feet by 19 feet.
 - c. Revise the proposed on-site recreational facilities, as follows:
 - (1) Add "the total 245 dwelling units proposed", and "the total value of recreational facilities required: \$328,819.40 per projected population" to the schedule.
 - (2) Revise the schedule to meet the required value of \$328,819.40.
 - (3) Add an itemized list of equipment in the fitness room to the schedule.
 - (4) Note in the schedule where to find the detailed sheets for each recreational facility provided.
 - d. Revise the proposed signage, as follows:

- (1) Submit a finalized entry gateway sign, with details and dimensions, to be reviewed by staff of the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.
 - (2) Label the dimension that the entry gateway sign sets back from Chesapeake Road.
 - (3) Incorporate sculpture or artwork into the proposed entry gateway sign, to be reviewed by staff of the Urban Design Section of the Development Review Division of the Prince George's County Planning Department in accordance with the 2010 *Approved Central Annapolis Road Sector Plan and Sectional Map Amendment*.
- e. Indicate the location of street lighting along Chesapeake Road on the plan.
- f. Revise the site plan based on the noise study, as follows:
- (1) Add a line connecting the callout for the "ground-level unmitigated future daytime 65dBA/Leq noise contour" shown on the DSP coversheet to the contour line itself.
 - (2) In conformance with Condition 17 of Prince George's County Planning Board Resolution No. 2024-067, show the upper-level mitigated 65 dBA/Leq noise contour and upper-level mitigated 55 dBA/Leq noise contour on the DSP. Ensure the same is shown in the plan legend.
 - (3) Provide a general note on the DSP coversheet that identifies the units for which balconies are not allowed, due to noise levels that exceed the maximum allowed for outdoor activity areas, and revise the architectural elevations to replace those affected balconies with Juliet balconies.
- g. Add a schedule of the applicable district development standards and note modification if requested.
- h. Add shared pavement markings and signage along the property frontage of Chesapeake Road to the site plan and the pedestrian and bicycle facilities plan, pursuant to Condition 4.a of Conceptual Site Plan CSP-23001 and Condition 15.a of Preliminary Plan of Subdivision PPS 4-23005.
- i. Per the Prince George's County Fire/EMS Department's referral comment, label the fire lane markings and signage on the site plan, in accordance with Subtitle 11-277 of the prior Prince George's County Zoning Ordinance.
- j. Indicate the location of any proposed fire department connection (FDC) on the site plan. A hydrant must be provided within 200 feet of any FDC as hose is laid by the Prince George's County Fire/EMS Department; along drive

aisles, around corners, around obstacles, etc. as required by Subtitle 4-167 of the prior Prince George's County Zoning Ordinance.

- k. Delineate a public pedestrian walkway or sidewalk on the plan to be added to the easement established at the time of final plat, in order to allow the public to access and use the proposed central plaza.

2. Prior to certification, the applicant shall revise the landscape plan, as follows:

- a. Revise the figure for the required and provided width of the landscape yard to be 10 feet in the schedule for Standard VI. G, for Bufferyard 1 and Bufferyard 2.
- b. Separate the number of ornamental and evergreen trees provided in the landscaping schedules.
- c. Provide shrubs and ground cover plants around the proposed entry gateway sign.
- d. Revise Schedule 4.9-1, Sustainable Landscaping Requirements, to ensure that the number of shade, ornamental and evergreen trees, and shrubs is consistent across the landscape package.
- e. Revise the Tree Canopy Coverage (TCC) Schedule to ensure the number in this schedule is consistent with Schedule 4.9-1, Sustainable Landscaping Requirements.
- f. Revise the location of the 6-foot-high fence, to be installed along the northern property line, rather than at the top of the proposed retaining wall, and provide a section showing its relationship to the proposed multifamily building and the adjacent commercial parking lot, to be reviewed by staff of the Urban Design Section of the Development Review Division of the Prince George's County Planning Department.

3. Prior to certification of the detailed site plan, the architectural elevations for the proposed mix-use building shall be revised to reflect the required upgraded windows and/or doors to mitigate interior noise levels to 45 dBA Ldn or less, and shall be certified by a professional engineer, with competency in acoustical analysis, stating that the building shell of the structure has been designed to reduce interior noise levels to 45 dBA Ldn or less.

4. Prior to approval, the final plat of subdivision shall delineate and include a note reflecting the recording reference for a public access easement or covenant for the outdoor plaza, for the benefit of the public, in accordance with the detailed site plan. The easement or covenant shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department and be fully executed, prior to approval of a final plat for the development. The document shall set forth the rights, responsibilities, and liabilities of the parties. The document shall be recorded in the Prince George's County Land Records and the liber/folio shall be indicated on the final plat, prior to recordation.