



The Maryland-National Capital Park and Planning Commission
 Prince George's County Planning Department
 Development Review Division
 301-952-3530

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

Detailed Site Plan

Metro City

DSP-20012

REQUEST	STAFF RECOMMENDATION
Phase 1 of a mixed-use project consisting of 72 townhouses, 240 multifamily dwelling units for seniors, and a 195-bed assisted living facility.	APPROVAL with conditions

Location: On the west side of Addison Road South and the east side of Rollins Avenue, approximately 4,000 feet southwest of the intersection of MD 214 (Central Avenue) and Addison Road South.	
Gross Acreage:	24.80
Zone:	M-X-T/D-D-O
Dwelling Units:	312
Gross Floor Area:	74,678 sq. ft.
Planning Area:	75A
Council District:	07
Election District:	18
Municipality:	N/A
200-Scale Base Map:	202SE06
Applicant/Address: Metro City, LLC (Kushner Investment) 10701 Lady Slipper Rockville MD, 20852	
Staff Reviewer: Henry Zhang, AICP, LEED AP Phone Number: 240-573-2281 Email: Henry.Zhang@ppd.mncppc.org	



Planning Board Date:	01/20/2022
Planning Board Action Limit:	Waived
Staff Report Date:	01/04/2022
Date Accepted:	08/23/2021
Informational Mailing:	05/07/2020
Acceptance Mailing:	04/29/2021
Sign Posting Deadline:	12/21/2021

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-20012
Type 2 Tree Conservation Plan TCP2-027-2021
Metro City

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this report.

EVALUATION

This detailed site plan (DSP) application was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity*.
- b. The requirements of the Prince George's County Zoning Ordinance for the Development District Overlay (D-D-O) Zone, the Mixed Use-Transportation Oriented (M-X-T) Zone and Site Design Guidelines.
- c. The requirements of Conceptual Site Plan CSP-16001.
- d. The requirements of Preliminary Plan of Subdivision 4-19044.
- e. The requirements of the Prince George's County Landscape Manual.
- f. The requirements of the 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.

FINDINGS

Based upon the evaluation and analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject detailed site plan (DSP) application is for Phase 1 of a mixed-use project consisting of 72 townhouses, 240 multifamily dwelling units for seniors (55 years plus) and a 195-bed assisted living facility. This DSP encompasses the Pod 2 area of the previously approved Conceptual Site Plan CSP-16001.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Vacant	Assisted Living and Residential
Gross Acreage-Phase I	24.80	24.80
Gross Floor Area (sq. ft.)		
Phase 1 Residential	-	498,977
Of which 195-bed assisted living facility		74,678
Total Residential Dwelling Units	-	312
Townhouse	-	72
Multifamily Dwelling Units (55+)	-	240
Parcel I Building	-	114
Parcel G Building	-	126
Assisted Living Facility (Parcel H)	-	195 beds

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

Base Density Allowed	0.40 FAR
Residential component	1.00 FAR
Total FAR Permitted	1.40 FAR (Optional Method of Development)
Total FAR Proposed	0.29 FAR (Phase 1)

Parking

Use Type	Parking Analysis*	PROPOSED
Townhouse @ 2.04 spaces/Unit	148	170**
Senior Adult Housing @0.66 space/Unit	162	162
Assisted Living @ 1 space/3 residents	65	65
Amenities parking, including office, fitness area, Social hall, club lounge, meeting room, etc.	112	112
Total	487	509***
Of which standard handicap-accessible spaces****	10	9
Handicap-accessible van spaces	3	23

Notes: *Per Sections 27-574 and 27-583 of the Prince George's County Zoning Ordinance, there is no specific required number of parking or loading spaces in the M-X-T Zone. The applicant has included an analysis to be approved by the Prince George's County Planning Board. See Finding 8 for a discussion of the parking analysis.

**For townhouses, each unit will have at least two parking spaces, one in the driveway and one in the garage.

***Includes garage and surface parking, of which a total of 81 off-street surface parking spaces are shown on the site plan.

****Handicap-accessible spaces are required for all multifamily residential and public parking.

Loading

	Provided
Senior Multifamily Buildings	2
Assisted Living Building	1
Total Loading Spaces	3

Townhouse Units Type

Name of the Model	Above-grade Finished Floor Area	Finished Basement	Total Finished Floor Area
Model A-24-foot-wide	1,920	560	2,480
Model B*-20-foot-wide	1,600	560	2,160
Model C-24-foot-wide	2,592	560	3,152

Note: *All models have a two-car garage, except for Model B, which has a one-car garage.

METRO CITY PHASE 1- Multifamily Dwelling Unit Sizes	
Parcel H - Assisted Living Facility	
Interior Amenity Space	6,623 SF
Unit Type	Average Room Size
Single Room Occupancy	240 SF
Double Room Occupancy	280 SF
Parcel I - Senior Living Building	
Interior Amenity Space	1,200 SF
Unit Type	Average Unit Size
Studio	500 SF
One-Bedroom	680 SF
Two-Bedroom	900 SF

Parcel G - Senior Living Building	
Interior Amenity Space	5,053 SF
Unit Type	Average Unit Size
Studio	451 SF
One-Bedroom	722 SF
Two-Bedroom	1,000 Sf

3. **Location:** The subject property is located on the west side of Addison Road South and the east side of Rollins Avenue, approximately 4,000 feet southwest of the intersection of MD 214 (Central Avenue) and Addison Road South, in Planning Area 75A, Council District 7.
4. **Surrounding Uses:** The Phase 1 site is bounded to the east by the right-of-way of Addison Road South and a tributary of Cabin Branch, with Phase 2 in the Mixed Use-Transportation Oriented (M-X-T)/Development District Overlay (D-D-O) Zones beyond; to the north by an existing townhouse community in the Mixed Use-Infill (M-U-I)/D-D-O Zones and existing houses in the One-Family Detached Residential (R-55) Zone; to the west by the right-of-way of Rollins Avenue and land in the R-55 and Rural Residential (R-R) Zones beyond; and to the south by properties in the Light Industrial (I-1) and R-R Zones, within the municipal boundary of the City of Capitol Heights.
5. **Previous Approvals:** The subject property is located south of, and immediately adjacent to, the boundary of the Addison South subarea of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* (Addison Road Metro Town Center Sector Plan and SMA). The 2010 *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* (Subregion 4 Master Plan) rezoned the subject property from the R-R and R-55 Zones to the Townhouse (R-T) Zone. The property, consisting of two parcels and one unnumbered lot, is the subject of three record plats.

On March 12, 2018, the Prince George’s County District Council approved CSP-16001 for expanding the boundary of the approved Addison Road Metro Town Center D-D-O Zone to include the overall 39.68-acre property, and rezone it from R-T to M-X-T to develop a mixed-use project, including approximately 151,365 square feet of commercial/retail space and a total of 1,043 residential dwelling units, subject to six conditions. The CSP was envisioned as a two-phase development and includes two distinct pods that are located on both sides of a tributary of Cabin Branch that bisects the property. Subsequently, the Planning Board approved Preliminary Plan of Subdivision PPS 4-19044 (PGCPB Resolution No. 2021-53) for 72 lots and 16 parcels for Metro City, on April 22, 2021, subject to 21 conditions.

The property also has an approved Stormwater Management Concept Plan 48903-2016-00, which is valid through November 15, 2023.

6. **Design Features:** The larger 39.68-acre property was approved as a mixed-use development project consisting of a maximum of 1,043 residential units and 151,365 square feet of commercial/retail space under CSP-16001. The larger site is bisected by a tributary of Cabin Branch into two distinct envelopes on the east and west sides of the stream valley. The subject DSP is for Phase 1, which consists of 24.80 acres and covers the western envelope (also known as Pod 2). It will be accessed from Rollins Avenue. Given the

existing stream and its associated buffers, there is only one pedestrian connection proposed between the two development pods.

Site Access

The proposed development consists of 72 townhouse lots and 3 multistory buildings that are accessed via internal private streets approved in PPS 4-19044. The main street, known as Metro City Street, has a right-of-way width of 60 feet and connects to Rollins Avenue, providing direct access to the subject site. Metro City Street has multiple townhouse driveways accessing it and terminates with a 50-foot cul-de-sac in front of the multifamily building on Parcel G. The multifamily building on Parcel I and the assisted living facility on Parcel H also front onto the cul-de-sac. Private Street B runs south from Metro City Street and loops back to the cul-de-sac providing access to the rest of the townhouses and also serves as secondary access to the buildings on Parcels I and H.

Architecture

Townhouse–The proposed 72 townhouse units are in 10 building sticks. Three front-loaded garage townhouse models are proposed with this DSP, with total finished floor areas from 2,160 to 3,152 square feet. Townhouses are designed in the prevailing style within the region, featuring 3–4 stories in building height; 20- and 24-foot widths; pitched roofs, articulated with cross gables; box windows; dormers; entrance porticos, etc.; and finished with a combination of brick (mainly on the front façade) and standard siding. The townhouse models also have optional 10- by 16-foot and 10- by 20-foot wood decks at the back. Most of the units that front on Metro City Street have a two-car front-loaded garage. Most of the one-car front-loaded garage models are located along internal private streets, where there is additional surface parking. Side elevations showing brick water tables and four windows with shutters are acceptable for most of the internal units. However, for those highly visible end units, such as Lots 1 and 24 facing Rollins Avenue, additional brick up to the first floor of the side elevation is required. Two conditions have been included in the Recommendation section to require a highly visible end unit exhibit and additional highly visible side elevations be provided, prior to certification approval of this DSP.

In addition, the elevations submitted for the proposed townhouses do not have dimensions, such as building height. Revised elevations should be provided, prior to certification. A condition has been included in the Recommendation section of this report.

Multifamily and Assisted Living Buildings–Two buildings for senior housing on Parcels I and G and one assisted living building on Parcel H are shown on the DSP. All three buildings are five stories with underground parking plus surface parking spaces. The buildings on Parcels I and H are located on either side of an internal private street. The two buildings are designed in a contemporary style with flat roofs and two to three levels of underground parking. The building on Parcel H is an assisted living facility with 195 beds, and the building on Parcel I contains multifamily units for seniors with 114 units. Both buildings are designed using vertical divisions to break down the horizontal expanses to be compatible in terms of massing with the adjacent 3- to 4-story townhouses. Both buildings use a combination of brick as the base finish material, metal wall panels, and architecturally graded masonry, as well as faux wood lap siding as accent materials to create visually interesting architecture in a compatible and harmonious way. Both buildings will have roof top amenities, including a putting green and a garden for residents to enjoy. A minimum 3,000 square feet of indoor amenity spaces is also included in the assisted living facility that

will have a dining room, an in-house salon, a library, and an activity space. In addition, both buildings will have a private courtyard for the future residents.

The other building for senior multifamily units is located on Parcel G, on the north side of the cul-de-sac, with 126 dwelling units. This five-story building is also designed in a contemporary style with a grand porte cochere and a more traditional entrance feature, including hip roof entrance and octagon roof tower. The overall flat roof pattern, strategically divided with vertical sections with the standing seam metal octagon roof tower as a central focus, provides visual interest on the long elevations. Projected vertical divisions starting from the second floor, resembling box windows, have been employed on the elevation compositions to provide visual differentiation from the base wall plane. Various finish materials including brick, EIFS (Exterior Insulation Finishing System), and faux wood panels are used on the elevations. Brick dominates the lower two floors of the building with full brick sections juxtaposed with EIFS sections in the upper stories on the elevations. Other design features, such as recessed balconies and prominent horizontal bands dividing each floor, are also employed on the elevations.

Recreational Facilities

The applicant is proposing to dedicate 5.95 acres of land (Parcel K) to the Maryland-National Park and Planning Commission (M-NCPPC) in fulfillment of the mandatory dedication of parkland, pursuant to Section 24-134(a) of the Prince George's County Subdivision Regulations. In addition, fitness areas will be provided in each multifamily building and the assisted living facility, in accordance with the desires of the residents, with an average cost of \$50,000 for each fitness area. For the two senior multifamily buildings, all recreational facilities and amenities will be provided in the courtyards and roof top terraces. The typical courtyard will have the following amenities:

Three outdoor propane grills:	\$1500.00
Site furniture:	\$5000.00
Fire pit (Propane):	\$1500.00

Other recreational facilities and amenities include a putting green, a walking path, and a garden will be provided on each rooftop of the two buildings. This arrangement of the recreational facilities and amenities may vary according to the desires of the residents and the homeowners association. All facilities and amenities will be constructed with the respective multifamily buildings. However, no details or plans of these facilities, nor one for the townhouses, were provided with the DSP. The DSP should be revised to include all details and plans of the exterior recreational facilities, as conditioned herein.

Lighting

The applicant is proposing LED (light-emitting diode) lighting throughout the Phase 1 area, including pole lights of various heights for parking areas, along all sidewalks and walking paths, and in the main entrance areas to the multifamily buildings. Wall scones are also used at the entrance areas to the multifamily buildings. The photometric plan submitted with the DSP shows appropriate lighting levels in the parking areas, along all sidewalks and walking paths, and at the building entrances. The details and specifications for the lighting show a downward facing, full cut-off lighting fixture with varied heights at 14, 15, and 16 feet. The proposed lighting is comprehensive and effective.

Signage

Monument and building-mounted signs are included in this DSP. One monument sign advertising “Metro City” is located at the main entrance to the site, off Rollins Avenue. This monument sign measures 5 feet high and 6 feet wide, featuring an eclipse sign plate flanked by two brick piers. Total sign face area is less than 10 square feet; however, no sign face area calculation is provided. A condition has been included in the Recommendation section requiring the applicant to provide the sign face area calculation on the plan, prior to certification of this DSP.

Another monument sign advertising “Senior Living at Metro City” is located in front of the building on Parcel G. This monument sign with brick base measures 5.5 feet high and 10 feet wide, with a sign face area of 9 square feet.

Building-mounted signs featuring standing letters are proposed on the first-floor entrance canopies of the buildings on Parcels I and H, each with two signs perpendicularly located providing primary identification of each building. Each sign is capped at a maximum of 50 square feet; however, the real sign may be smaller and still provide sufficient identification of the destination building.

Green Building Techniques

According to the applicant, green building techniques will be used in the Phase 1 development to achieve a high-quality and sustainable development project. These include the following:

- Energy-Star Appliances and Equipment (i.e. HVAC, etc.)
- Double-Pane, Low-E Glazing Windows (Energy Star)
- High Efficiency Lighting
- Occupancy Sensors installed in recreational and public spaces
- Permeable Pavement at on-street parking locations
- Programmable Thermostats
- Water-conserving Plumbing Fixtures
- Rainwater Harvesting Systems (if possible)
- Cool Roofs (materials used to reflect sun’s energy rather than absorb it)

COMPLIANCE WITH EVALUATION CRITERIA

7. **The 2000 Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity:** The Addison Road Metro Town Center Sector Plan and SMA consists of eight subareas for purposes of identifying specific issues and formulating policies to implement the vision of the sector plan. The subject site is located in the south of the Town Center. Specifically, it is included in Subarea 4 of the sector plan, which is also known as Addison South (Town Commons), as approved in CSP-16001. As discussed previously, the Subregion 4 Master Plan updated the vision for this area and recommends directing office, commercial/retail development, and high-density condominium and apartment living to the Addison Road–Seat Pleasant Metro Center. The Subregion 4 Master Plan retained those previously approved D-D-O Zones and Development District Standards that are not superseded by the D-D-O Zone standards in the master plan for the area.

The D-D-O Zone standards prescribed for the Addison Road Metro Town Center consist of three sections, including standards on site design, public areas, and building design, respectively. Under each section, specific design standards have been provided to guide the development of projects within the development district. Given that the standards were prepared more than 20 years ago, and mainly for single-parcel development scenarios, most of the D-D-O Zone standards are not relevant to Phase 1 of this multiparcel development that has very limited frontage on Rollins Avenue, the only public right-of-way that this project is fronting. The remainder of the roadways included in this DSP are private streets authorized through the approval of PPS 4-19044.

Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board find that the site plan meets applicable development district standards in order to approve a DSP. The applicant has submitted an analysis of the DSP's conformance with the applicable D-D-O Zone standards. This DSP for Phase 1 conforms to all of the development district standards, except for one standard related to the location of the residential garages that the applicant has requested an amendment, in accordance with Section 27-548.25(c), as follows:

SITE DESIGN

S3. Building Siting and Setbacks (page 180)

- F. Residential garages shall be sited to reduce their visual impact on the street. Alternatives should be pursued which locate the garage towards the side or rear of a lot, or at minimum recess the garage at least six feet from the front building faced.**

The unique size of the site prevents the applicant from using alley, rear-loaded, and/or recessed garages for the proposed townhouses, and as such the current site layout cannot meet this standard. The DSP shows a layout that is identical to that approved in PPS 4-19044, which authorizes private streets as a means of vehicular access, in accordance with Section 24-128(b)(8) of the Subdivision Regulations. The townhouses fronting Rollins Avenue do not have garages oriented towards the street. All townhouse garages are fronting on the internal private streets. This alternative standard for the townhouse siting will benefit the development by guaranteeing a viable unit yield for the project that is consistent with the approved plans. This alternative standard will also benefit the Development District and will not substantially impair implementation of Addison Road Metro Town Center Sector Plan and SMA. Staff supports this amendment.

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

- a. The subject application is in conformance with the requirements of Section 27-547, Uses permitted, of the Zoning Ordinance that governs permitted uses in the M-X-T Zone. The multiple multifamily buildings, assisted living facility, and

townhouses proposed with the subject DSP are permitted in the M-X-T Zone, in conformance with CSP-16001.

- b. Section 27-548, M-X-T Zone regulations, establishes additional standards for development in this zone. The DSP's conformance with the applicable provisions is discussed, as follows:

(a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development—0.40 FAR

(2) With the use of the optional method of development—8.0 FAR

This development will use the optional method of development and specifically utilize the one bonus incentive in Section 27-545(b) of the Zoning Ordinance, as follows:

(b) Bonus incentives.

(4) Residential use.

(A) 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.

The DSP proposes to utilize this incentive and proposes a maximum floor area ratio (FAR) of 0.29 in Phase 1, which is within the 1.40 FAR that is permitted for the overall development on the larger site. However, it should be noted that a higher FAR that does not exceed 1.40 is permitted in future DSPs.

(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.

The DSP proposes apartments for the elderly and fee-simple townhouses located in the western development pod, as Phase 1 in multiple buildings on multiple parcels, in conformance with this requirement.

(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 site plan indicates the location, coverage, and height of all improvements, in accordance with this requirement that will be the governing regulations for Phase 1 of the Metro City development. However, the plan should provide full proposed regulations for the townhouse lots, to include decks, fences, and sheds, as conditioned herein.

- (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 development is subject to the pertinent landscaping standards of the D-D-O Zone, as contained in both the Addison Road Metro Town Center Sector Plan and SMA and Subregion 4 Master Plan and SMA. Any landscape standards or guidelines not addressed in the D-D-O Zone standards will be governed by the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual). The site is in conformance with the applicable landscape requirements.

- (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, within the area of the DSP constituting Phase 1 of Metro City development, is approximately 0.29, when applied to the CSP property, and is within the maximum allowed for this development.

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

There are no private structures within the air space above, the ground below, or in public rights-of-way as part of this project. Therefore, this requirement is inapplicable to the subject DSP.

- (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.**

This requirement was reviewed at the time of PPS 4-19044, which was approved by the Planning Board on April 22, 2021. Each parcel and lot has frontage on and access to a public right-of-way, or other right-of-way, as authorized, pursuant to Subtitle 24 of the Prince George's County Code. In accordance with the review by the Subdivision Section (DiCristina to Zhang, December 3, 2021), this DSP is consistent with the approved PPS 4-19044.

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or

freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

The DSP shows 72 townhouses of 20- and 24-foot-wide frontages that meet the requirements for the minimum lot size of 1,200 square feet, unit size, and number of units in each building stick. Ten building sticks are shown on the site plan, and no building sticks have more than eight dwelling units. Given the shape of the site of this phase, all townhouses are front loaded. All on-site streets are private, in accordance with the approved PPS 4-19044. Sidewalks are provided on both sides of all private streets. The provided townhouse architecture proposes 100 percent brick or stone on the front elevations, in accordance with this regulation.

- (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.**

There are two multifamily buildings shown on the DSP that are lower than 60 feet in height.

- (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).**

This requirement does not apply to this DSP, because the larger property was rezoned from existing R-T to M-X-T, in accordance with Section 27-548.26(b), via the approval of CSP-16001.

- c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

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

The purposes of the M-X-T Zone, as stated in Section 27-542(a) of the Zoning Ordinance, include the following:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, 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 project is nearby the Addison Road-Seat Pleasant Metro Station and development of the property will promote and enhance the economic status of the area by providing a desirable living opportunity and revitalizing the surrounding neighborhood.

- (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 DSP proposes Phase 1 of the larger Metro City project and is one step closer to full implementation of the land use vision as approved in CSP-16001, and further supports this finding because it promotes the orderly development of land with the residential components of a mixed-use development in close proximity to the major intersection of MD 214 and Addison Road South.

- (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 project proposes 0.29 FAR on the site, which may be increased up to 1.40 FAR, that represents the highest and best use of the land; as it contributes to supporting the transportation planning and infrastructure at this location.

(4) To promote the effective and optimum use of transit and other major transportation systems;

The CSP expanded the D-D-O Zone boundary of the Addison Road-Seat Pleasant Metro Station to include the larger site and this DSP for Phase 1 is appropriate in this area due to the proximity to the transit station.

(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 DSP proposes various residential uses in the Phase 1 development that will complement each other and those in Phase 2, which will create a 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, or visit in the area. Due to the site constraints (Cabin Branch Stream Valley bisects the site), the commercial/retail uses will be oriented toward Addison Road South in the eastern pod in Phase 2. This DSP includes the residential uses mainly in the western pod that is surrounded by largely existing residential neighborhoods.

(6) To encourage diverse land uses which blend together harmoniously;

Phase 1 includes residential development that is designed to protect the existing environmental features on the site. Given this pod is surrounded mainly by existing residential neighborhoods, the proposed development will blend into the surrounding areas harmoniously.

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

This DSP for Phase 1 of the Metro City project includes three five-story multifamily and assisted living facility buildings and 10 sticks of fee-simple townhouses that demonstrate a distinctive visual character and identity and dynamic functional relationship with each other.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;

Green building and sustainable site development techniques such as those employed in Leadership in Energy and Environmental Design (LEED) standards will be utilized in Phase 1, to the extent practical,

to promote optimum land use and savings in energy as listed in Finding 6 above.

(9) To permit a flexible response to the market; and

The M-X-T Zone is one of the mixed-use zones that were created to allow developers maximum flexibility to respond to the changing market. This DSP for Phase 1 consisting of a variety of housing types, coupled with additional residential and commercial/retail uses in Phase 2, will be well positioned in the changing market.

(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.

The architecture for this development demonstrates a high quality and distinctive visual interest. The multifamily buildings are designed in a contemporary style and are finished with a variety of building materials. The townhouses are designed mainly in the traditional residential vocabulary that is popular in the region. Common masonry materials, such as brick, have been used to create a common visual clue among various buildings that are in furtherance of this stated purpose of the M-X-T Zone.

(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;

The subject property was rezoned through the approval of CSP-16001, in accordance with the D-D-O Zone provisions of the Zoning Ordinance, so the above finding does not apply.

(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 larger property is bisected by the Cabin Branch Stream Valley. The DSP shows Phase 1 of the development on the pod that has a predominantly residential character that is physically and visually integrated with the existing development along Rollins Avenue. The development of Phase 1 is expected to inject new economic vitality into the immediate area.

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

The development is compatible with the general vision proposed in the Master Plan, for redevelopment around the Metro station. The proposed

development will greatly improve the aesthetics of the surrounding neighborhoods. This DSP for Phase 1 has many residential products, including townhouses and multistory apartment buildings that have been designed with compatibility in mind by utilizing massing, building materials, and architectural articulation to create a visually harmonious development scheme.

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

As approved in CSP-16001, the mix of uses includes commercial/retail, and residential development in two distinctive pods. The design scheme provided for in Phase 1 of Metro City, as contained in this DSP, is mainly for residential development that is compatible with the surrounding predominantly residential neighborhoods. The Phase 2 development will be vertical mixed-use buildings that front on Addison Road South that leads to Addison Road-Seat Pleasant Metro Station to the north. The two development pods will be connected by a pedestrian path, and as they were approved, are appropriate to the surrounding environment. It is preferable to have a vehicular connection, as well; however, given the existing Cabin Branch Stream Valley, this is not feasible.

The two development pods show a development scheme, each with its own distinctive focus. The Metro City development, as a whole, is 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 project consisting of two development pods is to be completed in two stages. This DSP for Phase 1, along Rollins Avenue, is designed for mainly residential development. The remaining development along Addison Road South is designed for vertical mixed-use of commercial/retail and residential spaces that will be developed in Phase 2. Each phase will be a self-sufficient entity.

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

Comprehensive review of the pedestrian system was carried out at the time of PPS. This DSP for Phase 1 includes a portion of the larger pedestrian system located on this pod. The pedestrian network, as shown on this DSP, is comprehensive, convenient, and encourages pedestrian activity within the development. Sidewalks measuring six to seven feet wide are provided throughout the site. Staff recommends additional crosswalks be provided to create a continuous pedestrian connection. The pedestrian system also

connects to the regional network in the area via sidewalks on both Rollins Avenue and Addison Road South.

- (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**

Outdoor areas for pedestrian activities have been shown on the DSP between the townhouses and two multifamily buildings on Parcels I and H. The DSP demonstrates that adequate attention has been paid to human scale, high quality urban design, and other amenities, such as landscaping and screening, on-street parking, picnic tables, and lighting.

- (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, or will be provided by the applicant, 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 finding was met with the approval of CSP-16001 and most recently PPS 4-19044.

- (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 approved by the applicant.**

This finding has been met by the approval of PPS 4-19044, which was approved in April 2021.

- (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.**

The subject property is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- d. The DSP is in general conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance. The site design guidelines address general matters, parking, loading and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, architecture, and townhouses. Since the site is also within the D-D-O Zone, in accordance with Section 27-548.21, only those guidelines not modified by the D-D-O Zone standards are applicable to this DSP. As discussed previously, the D-D-O Zone standards are organized in three sections:

Site Design–Vehicular circulation/access, parking area, building sitting and setbacks, buffering and screening, and freestanding signs.

Public Areas–Road network, sidewalks, trails and crosswalks, street furniture, trees and plantings, and lighting and utilities.

Building Design–Height, scale and massing, roofs, materials and architectural details, window and door openings, building façades/storefronts, lighting, signs, awnings, building services, and former residential buildings in commercial use that cover all aspects of Section 27-274, except for the visual relationship among various buildings in a multiparcel development like this one.

The architecture proposed for the various buildings in this Phase 1 DSP employ a variety of architectural features and designs, such as accented entrances, window and door treatments, projections and tower elements, colors, and building materials. At the same time, the designer also uses common materials and colors throughout the entire Phase 1 to achieve a level of consistency of a uniform design scheme. The proposed development satisfies applicable standards.

- e. **Parking:** In accordance with Section 27-574(a) of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations. The applicant has submitted a parking analysis by Lenhart Traffic Consulting, Inc., dated August 5, 2021. The major findings are summarized, as follows:

The number of parking spaces required is to be calculated in accordance with the methodology set forth in Section 27-574(b). The first step in determining the number of required spaces is to calculate the peak parking demand. In this regard, Section 27-574(b)(1) states, as follows. “Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to be known as the peak parking demand for each use. These peak parking numbers are calculated as directed in the ‘Schedule of

Parking Spaces' requirements as shown in Section 27-568. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent of the peak demand, eighty percent of the peak parking demand spaces are being occupied)."

Sections 27-574(b)(2) and (b)(3) of the Zoning Ordinance go on to recommend an hourly distribution of each use within the M-X-T Zone to determine the hourly fluctuation and the resulting peak parking demand for the overall site.

The proposed uses are 72 townhouse units, 240 senior multifamily units, a 195-bed assisted living facility, and several community amenities. Section 27-568(a) requires 2.04 parking spaces per townhouse unit, 0.66 spaces per unit for age restricted units, and 1 space per 3 residents in an elderly/disabled care facility. The parking requirements for the community amenities include 1 space per 250 square feet of office space, 2.5 spaces per 1,000 square feet of library, and 1 space per 80 square feet of the remaining amenities, which include a fitness area, social hall, craft room, lounge, media room, and meeting room.

The parking schedule in Section 27-568 would require 148 parking spaces for the townhouse units, 162 parking spaces for the age restricted units, 65 spaces for the assisted living facility, and 112 spaces for the community amenities for a total of 487 parking spaces required per Section 27-568.

Hourly parking diurnals were obtained from the *Institute of Transportation Engineers' Parking Generation Manual* (5th Edition) and based on the 24-hour breakdown of parking, it can be seen that the peak parking demand occurs at 7 PM, with a total of 387 vehicles based on the zoning requirement.

With a base parking requirement of 387 spaces and a parking supply of 509 spaces, there is projected to be a minimum surplus of 122 parking spaces using the parking calculation procedures, as outlined in Sections 27-568 and 27-574 of the Zoning Ordinance. The parking analysis concludes that based upon the above parking information, the site will be adequately parked and will satisfy the requirements of the Zoning Ordinance. Staff agrees with the parking analysis.

- f. **Loading:** Per Section 27-583 of the Zoning Ordinance, the number of loading spaces required in the M-X-T Zone is to be determined with the DSP based on the applicant's analysis. For the proposed total number of multifamily dwelling units of 312, the current Zoning Ordinance requires one standard loading space for the first 100 to 300 dwelling units, plus one loading space for each 200 additional dwelling units above the first 300 dwelling units. There are two multifamily buildings and one assisted living facility, and the applicant provides three loading spaces, that is more than required by the Zoning Ordinance. Staff has concerns about one loading space that is located between townhouse Lot 39 and the multifamily building on Parcel I. This loading space is fronting on Metro City Street and located right against a townhouse unit that is difficult to be screened from the public view and will negatively impact the abutting townhouse. Staff suggests either to remove this loading space or relocate it to a location that is accessed via a secondary street and away from townhouse units. A condition has been included in the Recommendation section requiring the applicant to either remove this loading space or relocate it to a different location fronting on the secondary street.

9. **Conceptual Site Plan CSP-16001:** The Planning Board approved (PGCPB Resolution No. 17-164) CSP-16001 on December 14, 2017, for expanding the boundary of the approved Addison Road Metro Town Center D-D-O Zone to include the subject property, and to rezone the property from R-T to M-X-T. As rezoned, the applicant proposed to develop the subject 39.68 acres of land into a mixed-use development, including approximately 151,365 square feet of commercial/retail space and a total of 1,043 residential dwelling units, subject to six conditions. The District Council affirmed the Planning Board's decision on March 12, 2018, with the same six conditions, which are relevant to the review of this DSP, as follows:

2. **At the time of detailed site plan and preliminary plan of subdivision as indicated, the applicant shall:**
 - a. **Provide eight-foot-wide sidewalks along the subject site's entire frontages of both Addison Road and Rollins Avenue, unless modified by DPW&T.**
 - b. **Provide bike parking at the entrance area to the multifamily buildings, including assistant living facility and commercial/retail spaces.**
 - c. **Provide standard sidewalks along both sides of all internal roads, excluding private alleys, to the extent practical.**

All relevant conditions have been fulfilled and improvements shall be constructed in general conformance to the subject DSP, which is for Phase 1 only. Frontage improvements along most of Addison Road are not included in this application, but will be provided and reviewed with Phase 2.

- d. **Address compatibility issue between the proposed townhouses and multistory multifamily apartment buildings in the eastern development pod by providing sufficient setbacks; and between the proposed multistory assistant living building with the existing townhouse community by providing vertical division of the elevations that will be visible from the townhouse community to avoid horizontal expanse of the institutional building. This shall also be addressed with the PPS.**

A total of 72 townhouses in 10 building sticks and three larger buildings are included in this application. One spine road, Metro City Street off Rollins Avenue, terminates in a cul-de-sac in the eastern middle of the site before the stream valley that bisects the larger site. Three multifamily and assisted living buildings are located surrounding the cul-de-sac and also fronting on the secondary loop street. Sufficient setbacks have been provided between the townhouse buildings and multifamily buildings on Parcels H, I, and J. Similar building materials and color schemes have been utilized in townhouse and multifamily buildings. Additional vertical divisions are also widely used on the multifamily building elevations to achieve a visually harmonious uniform development.

e. **Provide the follow site plan notes:**

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”

The site plan notes have been provided on the coversheet of DSP-20012 as plan notes 26 and 27. This condition has been met.

10. Preliminary Plan of Subdivision PPS 4-19044: The Planning Board approved PPS 4-19044 (PGCPB Resolution No. 2021-53) for 72 lots and 16 parcels for Metro City on April 22, 2021, subject to 21 conditions. Those conditions that are relevant to the review of this DSP warrant the discussion, as follows:

2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.

PPS 4-19044 was approved for 72 single-family attached and 1,221 multifamily dwellings (including 594 assisted living and elderly housing units) and 147,000 square feet of commercial development on 72 lots and 16 parcels. DSP-20012 proposes 72 lots and 10 parcels for 72 single-family attached dwellings and 435 elderly multifamily dwelling and assisted living units. The uses proposed within this DSP are in conformance with the approved 4-19044.

3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan (48903-2016-00) and any subsequent revisions.

The applicant submitted a copy of the approved Stormwater Management (SWM) Concept Plan (48903-2016-00) and letter with this DSP. The DSP is consistent with SWM concept plan.

5. Total development within the development areas accessing Rollins Avenue (Lots 1 through 72, plus development parcels G, H, and I) shall have a trip cap of 118 AM and 147 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new PPS, with a new determination of the adequacy of transportation facilities.

DSP-20012 proposes residential development on Lots 1 through 72 and Parcels G, H, and I accessing only Rollins Avenue. Parcels A, F, K, L, M, N, and Q are proposed for private roads, open space, and parkland including the development of a portion of the Cabin Branch Trail. Development proposed with this DSP application conforms to PPS 4-19044 for these lots and parcels. Consequently, the traffic generation for this application will remain at 118 AM and 147 PM peak-hour trips.

12. **Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-004-2017-01). The following note shall be placed on the final plat of subdivision:**

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-004-2017-01), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are PGCPB No. 2021-53 File No. 4-19044 Page 4 available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George’s County Planning Department.”

According to the review by the Environmental Planning Section (Kirchhof to Zhang), the proposed Phase 1 has a Type 2 Tree Conservation Plan TCP2-027-2021 that is consistent with the previously approved TCP1-004-2017-01.

16. **Prior to acceptance of a detailed site plan, the applicant and the applicant’s heirs, successors, and/or assignees shall provide the following pedestrian and bicycle facilities and shall show the following facilities on the detailed site plan:**

- a. **Eight-foot-wide sidewalks along the subject property’s frontage of Addison Road South, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement, with written correspondence.**

This DSP includes Parcel K, which has limited frontage along Addison Road South. Additional right-of-way for Addison Road South is shown to be dedicated on this DSP; however, the DSP sheets do not show the required sidewalks in this area. A label is shown on Sheet 6 of the DSP stating that right-of-way improvements along Addison Road South will take place during Phase 2. Regardless of when the right-of-way improvements are to be constructed, this DSP includes property with frontage along Addison Road South and the frontage improvements should be shown, as required in accordance with this condition. A condition has been included in the Recommendation section requiring the applicant show the sidewalks graphically, prior to certification.

- b. **Eight-foot-wide sidewalks along the subject property’s frontage of Rollins Avenue, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement, with written correspondence.**

Eight-foot-wide sidewalks are shown on the DSP along the subject property's frontage on Rollins Avenue.

- c. Bicycle lane along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

This DSP includes Parcel K, which has limited frontage along Addison Road South. The DSP sheets do not depict the required bicycle lane along the property's frontage of Addison Road South. A label is shown on Sheet 6 of the DSP stating that right-of-way improvements along Addison Road South will take place during Phase 2. Regardless of when the right-of-way improvements are to be constructed, this DSP includes property with frontage along Addison Road South, and the frontage improvements should be shown, as required, in accordance with this condition. A condition has been included in the Recommendation section requiring the applicant show the sidewalks graphically, prior to certification.

- d. Bicycle lane along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

The DSP sheets depict a 5-foot-wide bike lane along the subject property's frontage on Rollins Avenue that meets this condition.

- e. Minimum 6-foot-wide sidewalks on both sides of all internal streets, public or private, excluding alleys.**

Six-foot-wide sidewalks are provided on both sides of all internal streets, in conformance with this condition.

- f. Perpendicular or parallel ADA-accessible curb ramps at all intersections.**

ADA-accessible curb ramps are provided at all intersections in conformance with this condition.

- g. Continental style crosswalks crossing the drive aisle at all vehicle access points.**

One continental-style crosswalk is provided, across the drive aisle, at the intersection of Rollins Avenue and Metro City Street, that meets this condition. Staff recommends one additional crosswalk be provided, crossing the parking garage driveway to the senior living building at the cul-de-sac of Metro City Street, as conditioned herein.

- h. Outdoor bicycle parking at the multifamily buildings, assistant living facility, commercial/retail spaces, and Parcel A directly north of townhouse lots 62-67.**

Outdoor bicycle parking is provided at the multifamily building, assisted living facility, and on the parcel north of Lots 62-67, in conformance with this condition.

- 17. Prior to acceptance of a detailed site plan for residential development in Phase 2, a noise analysis shall be submitted to demonstrate that the interior of all residential buildings will be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas will be mitigated to 65 dBA Ldn or less.**

This DSP covers Phase 1 only. This condition will be reviewed at the time of DSP for Phase 2.

- 19. In accordance with the 2009 Master Plan of Transportation the applicant and the applicant heirs, successors and/or assignees shall construct the Cabin Branch Trail, as follows:**

- a. The western portion of the Cabin Branch Trail, from the sidewalk connection within the townhouse development up to the rear of Lot 68, shall be constructed during the development of Phase 1. This will include the trail connection up to the southwest property line and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/ Biker Trail Part 1.**
- b. The remaining eastern portion of the Cabin Branch Trail, including the stream crossing, shall be constructed during Phase 2 of the development, and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/Biker Trail Part 2.**

The DSP shows the western portion of the Cabin Branch Trail in the same general alignment and location, as shown on the PPS, including the connection to the southwest property line of Parcel K. The remaining eastern section of trail, including the stream crossing, will be addressed with the development of Phase 2. The Prince George's County Department of Parks and Recreation (DPR) reviewed this DSP for Phase 1 and concluded that this condition has been satisfied.

- 21. The detailed site plan shall reflect the location and design of the Cabin Branch Trail, and its connections to the development phases, in accordance with the Prince George's County Parks and Recreation Facilities Guidelines and establish appropriate triggers for construction.**

The location and design of the Cabin Branch Trail and its connections to the development phase have been provided. DPR will review the construction and landscape plans, prior to submission of the grading permits. Conditions to provide these plans to DPR have been included in the Recommendation section. The trail

within Phase 1 shall be constructed, in accordance with the *Prince George's County Parks and Recreation Facilities Guidelines*, prior to approval of the 50th building permit for Phase 1. The triggers for development of the trail and stream crossing associated with Phase 2 will be determined with the review of the DSP for Phase 2.

- 11. The 2010 Prince George's County Landscape Manual**—In accordance with Section 27-548, landscaping, screening, and buffering within the M-X-T Zone should be provided, pursuant to the provisions of the Landscape Manual. Since the site is also located in the Addison Road Metro Town Center D-D-O Zone, development district landscape standards will govern this development. Only those landscape requirements in the Landscape Manual that are not modified by the development district landscape standards will be applicable to the proposed development. The D-D-O Zone standards have limited provisions on landscaping, such as Standard S4 in Site Design on buffers and screening, and Standard P4 in Public Areas on Trees and Plantings.

In addition to the D-D-O Zone landscaping standards, this development in Phase 1 is also subject to Section 4.1, Residential Requirements; Section 4.7, Buffering Incompatible Uses; Section 4.9, Sustainable Landscape Requirements; and Section 4.10, Street Trees Along Private Streets. The required landscape schedules have been provided and show conformance with the respective sections. The landscape plan also provides a Section 4.2 schedule, which is not applicable to Phase 1. A condition has been included in the Recommendation section requiring the applicant to remove the Section 4.2 landscape schedule.

- 12. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. TCP1-004-2017-01 was approved with PPS 4-19044, and TCP2-027-2021 was submitted with this DSP.

- a. The subject property has an approved Natural Resources Inventory NRI-045-2016. The TCP2 and DSP show all the required information correctly, in conformance with the NRI.
- b. This larger 39.68-acre property contains 10.36 acres of floodplain and has a total of 26.24 acres of woodlands outside the floodplain. The woodland conservation threshold is 4.40 acres. The subject site proposes to clear 15.26 acres of existing woodland and 0.32 acre of wooded floodplain. The woodland conservation worksheet shows the project meeting their 8.53-acre woodland conservation requirement on-site with 10.85 acres of woodland preservation.

The TCP2 shows a master-planned trail traversing the stream valley that bisects the property. The proposed on-site master-planned trail, which is required to be constructed by the applicant, is shown on the DSP and TCP2. Three impacts to regulated environmental features and associated clearing and grading for the trail are included in this Phase 1 of the development. The subject DSP is in conformance with the WCO, with technical revisions, as conditioned herein.

- c. **Specimen Tree:** Section 25-122(b)(1)(G) of the WCO requires that “Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree’s condition and the species’ ability to survive construction as provided in the Environmental Technical Manual.”

According to the approved NRI, 31 specimen trees have been noted on the site. A variance from Section 25-122(b)(1)(G) was requested for the clearing of three specimen trees on-site with CSP-16001. Specimen Trees 45, 46, and 47 were approved for removal as part of CSP-16001 with the Beaverdam Basin Sanitary Sewer System Rehabilitation project. No additional specimen trees are proposed to be removed with the subject application.

- 13. **Prince George’s County Tree Canopy Coverage Ordinance**—Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area of TCC. This DSP includes Phase 1 of a larger 39.68-acre project in the M-X-T Zone that results in a required TCC of 3.97 acres for the site. The TCC schedule provided on the landscape plan indicates that more than 11 acres of existing woodland has been conserved on the site that exceeds the required TCC requirements.

- 14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions and their comments have been summarized, as follows:

- a. **Historic Preservation Section**—In a memorandum dated August 26, 2021 (Stabler and Smith to Zhang), incorporated herein by reference, the Historic Preservation Section reviewed the applicant’s application, provided a summary of the history of the property, and indicated that a Phase I archeology survey was conducted on 18.7 acres of the subject property by the applicant's archeology consultant in December 2019. Two moderate to high probability areas located to the east and west of Cabin Branch were surveyed. One new archeological site, 18PR1156, was recorded, but there was extensive modern disturbance to the site and no further work was recommended. Historic Preservation staff concurs with the Phase I report's findings and concludes that no additional archeological investigations are necessary on the subject property. The final reports detailing the Phase I archeological investigations on the subject property have not been submitted. The applicant should submit three hard copies and four digital copies on CDs of the final Phase I reports to Historic Preservation staff, as conditioned herein.
- b. **Community Planning**—In a memorandum dated October 1, 2021 (Byrd to Zhang), incorporated herein by reference, the Community Planning Division provided a summary of master plan and general plan recommendations for the subject property, which were reviewed for at the time of CSP-16001 and PPS 4-19044.
- c. **Subdivision Review**—In a memorandum dated December 3, 2021 (DiCristina to Zhang), incorporated herein by reference, the Subdivision Section provided a review of this DSP’s conformance with the conditions attached to the approval of PPS 4-19044 and relevant findings have been included in this report. The

Subdivision Section recommends six technical revisions to the DSP that have been included as conditions in the Recommendation section of this report.

- d. **Transportation Planning**—In a memorandum dated December 20, 2021 (Burton to Zhang), incorporated herein by reference, the Transportation Planning Section provided a review of the DSP’s conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the conditions attached to prior approvals, including CSP-16001, 4-19044, as well as an analysis of parking for this Phase 1 development of Metro City. The Transportation Planning Section finds the overall proposal to be acceptable from the standpoint of vehicular access and internal circulation and that it conforms to the required findings for approval of a DSP from the standpoint of transportation.

- e. **Pedestrian and Bicycle Facilities**—In a memorandum dated December 13, 2021 (Smith to Zhang), the Transportation Planning Section has reviewed the DSP application for conformance with the MPOT to implement planned trails, bikeways, and pedestrian improvements, D-D-O Zone standards, and the applicable conditions attached to the prior approvals governing the subject site. The findings for conformance with the conditions of approval have been included in this report. The additional comments are summarized, as follows:

The facilities and circulation included in the DSP generally comply with the design standards included in the development district standards. However, staff recommends a 6-foot-wide planting strip adjacent to sidewalks throughout the site, in accordance with the Public Area Sections of the Addison Road Metro Town Center Sector Plan and SMA (page 195).

The DSP includes an 8-foot-wide sidewalk and a 5-foot-wide bicycle lane along the property’s frontage along Rollins Avenue. The site plan also includes a comprehensive sidewalk network that varies between six and seven feet in width throughout the site. The Cabin Branch Trail is shown as the 8-foot-wide asphalt trail along the southern portion of Phase 1 of development that connects directly to pedestrian facilities internal to the site and to frontage improvements along Rollins Avenue. Signage along the proposed trail is provided with destination signs to the nearby transit station to guide users along the trail. In addition, four bicycle racks, accommodating eight bicycles have been provided at each designated area and building, and crosswalks, lighting, and benches are provided throughout the site to accommodate bicycle and pedestrian activity. Staff finds that the proposed and detailed pedestrian and bicycle facilities and amenities support the MPOT, the area sector plan, D-D-O Zone recommendations and policies, and are acceptable pursuant to Sections 27-274 and 27-546. The Transportation Planning Section recommends approval of this DSP with two conditions that have been included in the Recommendation section of this report.

- f. **Environmental Planning**—In a memorandum dated December 20, 2021 (Kirchhof to Zhang), incorporated herein by reference, the Environmental Planning Section provided analysis of the DSP’s conformance with the requirements of the WCO. The Environmental Planning Section’s additional comments are summarized, as follows:

Preservation of Regulated Environmental Features/Primary Management Area

There are regulated environmental features and primary management area located on this site. Consistent with the PPS and TCP1, six impacts to the PMA were approved with PPS 4-19044. As shown on the DSP, there are no changes to the six impacts previously approved, but three new impacts (Impacts 7, 8, 9) are proposed with DSP-20012, for construction of the trail, as follows:

Impact 7: Construction of Hiker/Biker Masterplan Trail (PMA, Stream buffer, Wetland buffer)

This DSP proposes a new impact to PMA and associated buffers on Parcel K, for construction of the master plan trail. Impact 7 will permanently impact an area of 11,452 square feet of PMA, consisting of 6,143 square feet of stream buffer and associated steep slopes. This disturbance is part of the required master plan trail system and has been minimized to the extent practicable. The trail is to be constructed as part of Phase 1.

Impact 8: Construction of Hiker/Biker Masterplan Trail (PMA, Stream buffer, Wetland buffer)

This DSP proposes a new impact to PMA and associated buffers on Parcel K for construction of the master plan trail as part of this DSP. Impact 8 will permanently impact an area of 6,143 square feet of PMA, consisting of 6,076 square feet of stream buffer and associated steep slopes. This disturbance is part of the required master plan trail system and has been minimized to the extent practicable. The trail is to be constructed as part of Phase 1.

Impact 9: Construction of Hiker/Biker Masterplan Trail (PMA, Stream buffer, Wetland buffer)

This DSP proposes a new impact to PMA and associated buffers on Parcel K for construction of the master plan trail as part of this DSP. Impact 9 will permanently impact an area of 4,222 square feet of PMA, consisting of 2,744 square feet of stream buffer and associated steep slopes. This disturbance is part of the required master plan trail system and has been minimized to the extent practical. The trail is to be constructed as part of Phase 1.

The Environmental Planning Section concluded that based on the level of design information submitted with this application, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. The three impacts to regulated environmental features approved with this DSP are for the master plan trail. Impact 7 is 11,452 square feet, Impact 8 is 6,143 square feet, and Impact 9 is 4,222 square feet for a total of 21,817 square feet.

- g. **Prince George's County Health Department**—In memorandum dated August 30, 2021 (Adepoju to Zhang), incorporated herein by reference, the Environmental Engineering Program of the Prince George's County Health Department indicated that they reviewed this project at time of CSP for this property and provided similar comments that have been addressed on the plans. Other comments regarding food facility and assisted living facility permits have been transmitted to the applicant, who will be working with other regulatory agencies to ensure conformance with the applicable regulations.

- h. **Washington Suburban Sanitary Commission**—Washington Suburban Sanitary Commission provided plan review comments dated September 10, 2021 (Mapes to Zhang). Those comments will be enforced in their separate permitting process.
- i. **Prince George’s County Department of Parks and Recreation**—In a memorandum dated December 17, 2021 (Burke to Zhang), incorporated herein by reference, DPR provided a review of the DSP’s conformance with trails-related conditions attached to the prior approvals. Relevant findings have been included in this report. DPR stated that based on the proposed density of development, 15 percent of the net lot area would be required to be dedicated to M-NCPPC for public parks, which equates to 5.95 acres.

At the time of PPS 4-19044, 5.95 acres of land was proposed to be dedicated to M-NCPPC and approved by the Planning Board. This area, identified on the plan as Parcel K, includes the area of a proposed trail connection between the two sections of development, and land for the future installation of the Cabin Branch Trail. The applicant intends to install the trail connecting the two sections, shown on the plan as an 8-foot-wide asphalt trail, and will include a stream crossing over Lower Beaverdam Creek. On the west side, the trail will terminate at a sidewalk within the townhouse community and extend to Rollins Avenue for direct access from the public right-of-way. On the east side, the trail will terminate at a sidewalk connecting pedestrians to the multifamily and commercial development in Phase 2, as well as a sidewalk proposed on Addison Road South. This connection will serve as a master plan realignment of the Cabin Branch Trail, due to challenges with topography and environmental features on the northeast portion of the property. The statement of justification describes five on-site recreational facilities, including recreation provided for the assisted living facility, play areas for children, courtyards, and benches.

The Park Planning and Development Division of DPR recommends approval of the DSP subject to four conditions that have been included in the Recommendation section of this report.

- j. **Prince George’s County Department of Permitting, Inspections and Enforcement**—In a memorandum dated October 7, 2021 (Giles to Zhang), incorporated herein by reference, DPIE provided standard comments regarding access to the site off Addison Road South and Rollins Avenue, improvements within the rights-of-way, SWM traffic impacts, utilities, frontage improvements, soil investigation, etc. DPIE noted that the approved SWM Concept 48903-2016 is consistent with DSP-20012. DPIE further stated that they have no objection to the proposed DSP. DPIE’s comments will be enforced in their separate permitting process.
- k. **Prince George’s County Police Department**—As of the writing of this staff report, the Police Department did not respond to the referral request.

- l. **Prince George’s County Fire Department**—In an email dated December 15, 2021 (Reilly to Zhang), incorporated herein by reference, the Fire Department provided comments regarding the need for additional labeling and dimensions on the site plan, which have been included as conditions herein.
 - m. **Capitol Heights, District Heights, and Seat Pleasant**—As of the writing of this staff report, the above-noted municipalities did not respond to the referral request.
15. Based on the foregoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
16. As required by Section 27-285(b)(2), the DSP for Metro City is in conformance with the approved CSP-16001, as conditioned.
17. As required by Section 27-285(b)(4), for approval of a DSP, the regulated environmental features on-site shall be preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations. In accordance with the review by the Environmental Planning Section (Kirchhof to Zhang, December 20, 2021), this finding has been fully satisfied by this DSP.

RECOMMENDATION

Based on the forgoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE this application, as follows:

- A. APPROVE Alternative Development District Overlay Zone Standards, as follows:
 - 1. **SITE DESIGN: S3. Building Siting and Setbacks** (page 180): To allow the proposed front-loaded townhouses with garages not recessed from the front building façade, as shown on the DSP.
- B. APPROVE Detailed Site Plan DSP-20012 and Type 2 Tree Conservation Plan TCP2-027-2021, for Metro City, subject to the following conditions:
 - 1. Prior to certification of Detailed Site Plan DSP-20012, the following information and revisions shall be provided:
 - a. Provide additional highly visible end unit side elevations for townhouse models to be finished with a minimum first floor brick and four windows in a balanced composition to be reviewed and approved by the Urban Design Section, as the designee of the Prince George’s County Planning Board.
 - b. Provide an exhibit labeling Lots 1, 23, 24, 31, 32, 39, 40, 47, 56, 67, 68, and 72 as highly visible end units. For the highly visible side elevations on Lots 1 and 24, a minimum of two floors shall be finished with brick.

- c. On Sheet 7, label the right-of-way widths for Private Streets C and E.
- d. On Sheet 7, revise the labeling of Lots 68 through 72 to be consecutive with Lot 67.
- e. On Sheets 1 and 6 for Parcel K, correct the label of the entity the parcel is being conveyed to read "M-NCPPC."
- f. On Sheets 8 and 14, provide a label indicating that Parcel K is to be conveyed to the Maryland-National Capital Park and Planning Commission.
- g. Depict the 8-foot-wide sidewalk required along the Addison Road South frontage of Parcel K or provide correspondence from the Department of Permitting, Inspections and Enforcement indicating modification of this condition.
- h. Depict the bicycle lane required along the Addison Road South frontage of Parcel K or provide correspondence from the Department of Permitting, Inspections and Enforcement indicating modification of this condition.
- i. Submit three hard copies and four digital copies on CD of the final Phase I reports to the Historic Preservation Section.
- j. Provide signage at the terminus of the trail indicating that it will be continued with the development of Phase 2. The size, wording, and location of the signs shall be coordinated with the Prince George's County Department of Parks and Recreation and provided on the DSP.
- k. Correct the woodland retained assumed cleared symbols in the legend on the Type 2 tree conservation plan coversheet to match the standard found in the Environmental Technical Manual. The permanent tree protection fence shall also be shown on the plan.
- l. Revise the woodland conservation worksheet features, which are negative values, to properly address the shortage.
- m. Provide an additional crosswalk crossing the parking garage access driveway to the senior multifamily building at the cul-de-sac of Metro City Street.
- n. Provide a 6-foot-wide grass planting strip along all internal sidewalks.
- o. Provide details of the limits, widths, and easements of the Cabin Branch Trail on the DSP.
- p. Revise the landscape plan to remove the Section 4.2 schedule.
- q. Either remove the loading space located between townhouse Lot 39 and the multifamily building on Parcel I or relocate it to a location served by a secondary street, away from townhouse units.

- r. Provide details and plans for all private exterior recreational facilities, which shall include a dog park with refuse and water facilities, to be reviewed by the Urban Design Section, as designee of the Prince George's County Planning Board.
 - s. Provide the sign face area calculation for the monument sign on the plan.
 - t. Provide a chart of development regulations for the townhouse lots to include decks, sheds, and fences.
 - u. Show and label the locations of all fire hydrants, fire department connections, vertical clearance under canopies, and outdoor grills for the multifamily buildings. Dimensions and locations must be in conformance with all applicable codes.
2. Prior to submission of grading permits, the applicant shall:
- a. Submit detailed construction drawings for park facilities on parkland to the Prince George's County Department of Parks and Recreation for review and approval.
 - b. Submit landscaping plans for the Maryland-National Capital Park and Planning parcel showing the plant materials, landscape specifications, and caliper of the trees to the Prince George's County Department of Parks and Recreation for review and approval.
3. Prior to the approval of the 50th building permit, the applicant shall construct the section of the Cabin Branch Trail, and its connections to the development, located in Phase 1, in accordance with the *Prince George's County Parks and Recreation Facilities Guidelines*.

METRO CITY

Detailed Site Plan

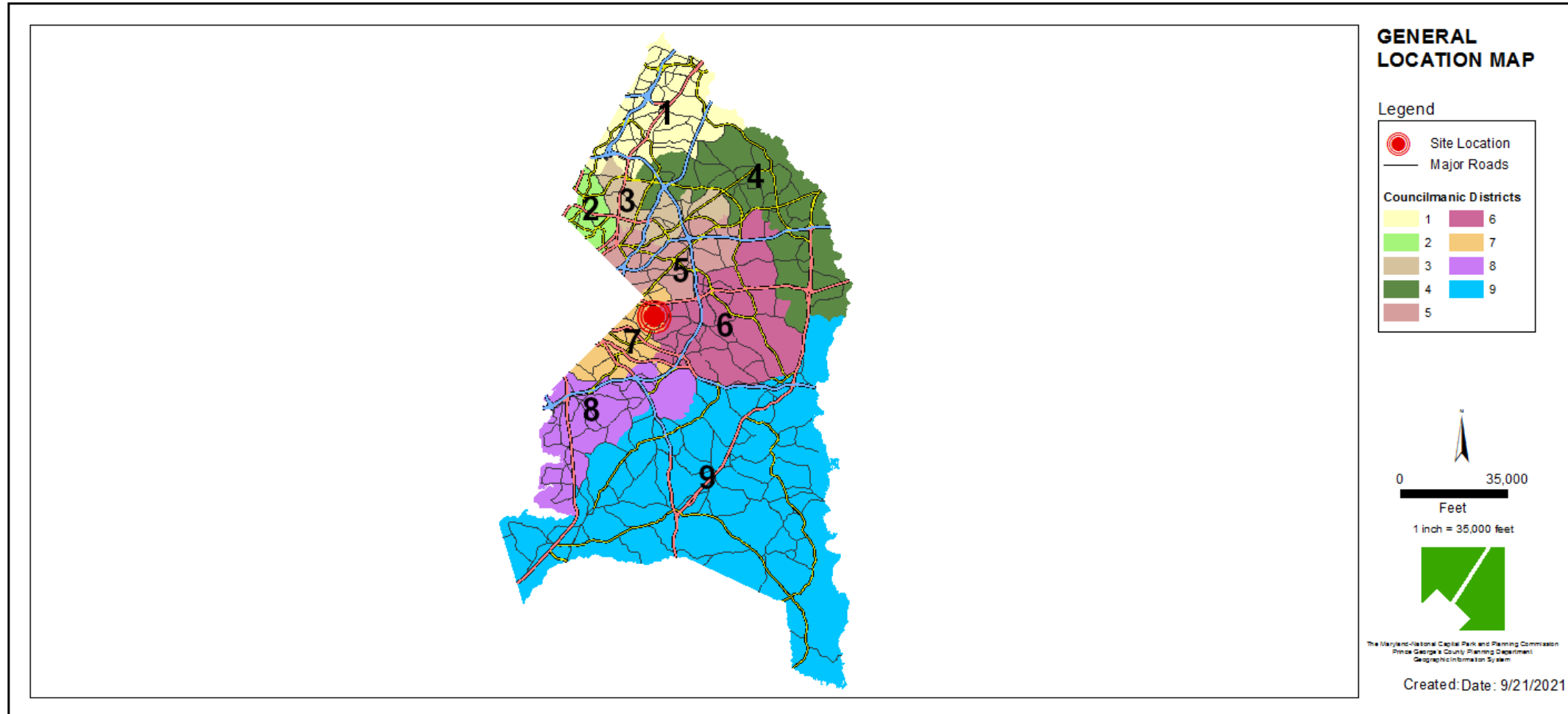
Staff Recommendation: APPROVAL with conditions



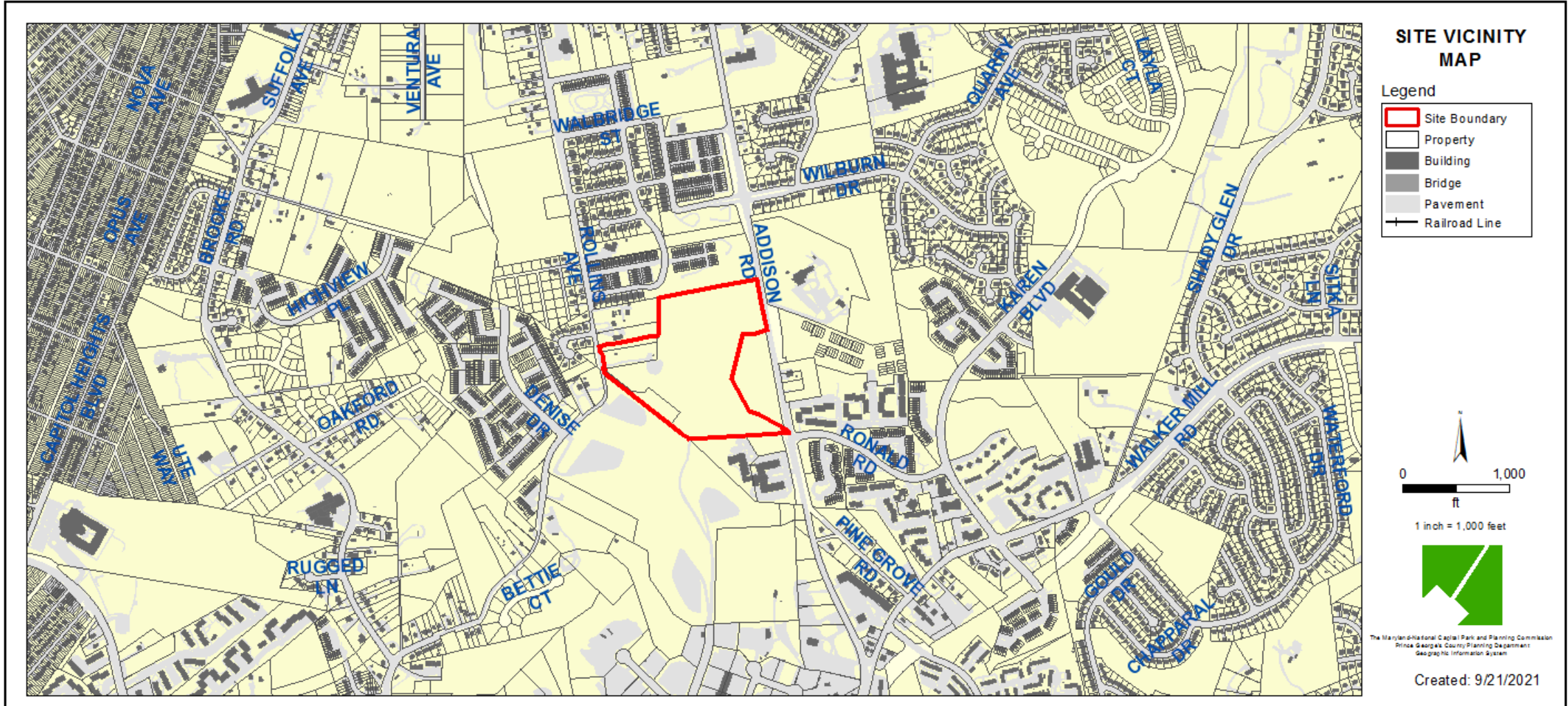
GENERAL LOCATION MAP

Council District: 07

Planning Area: 75A

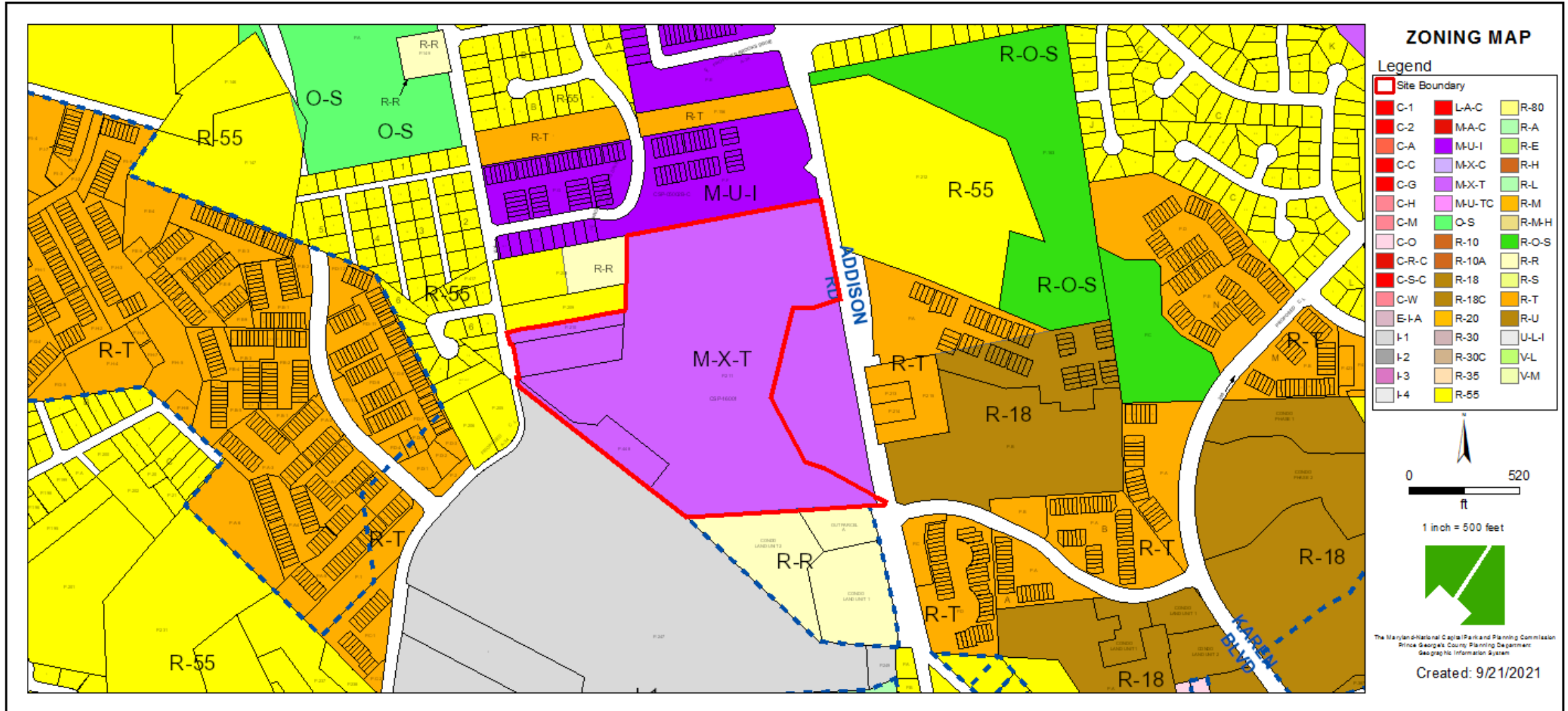


SITE VICINITY MAP

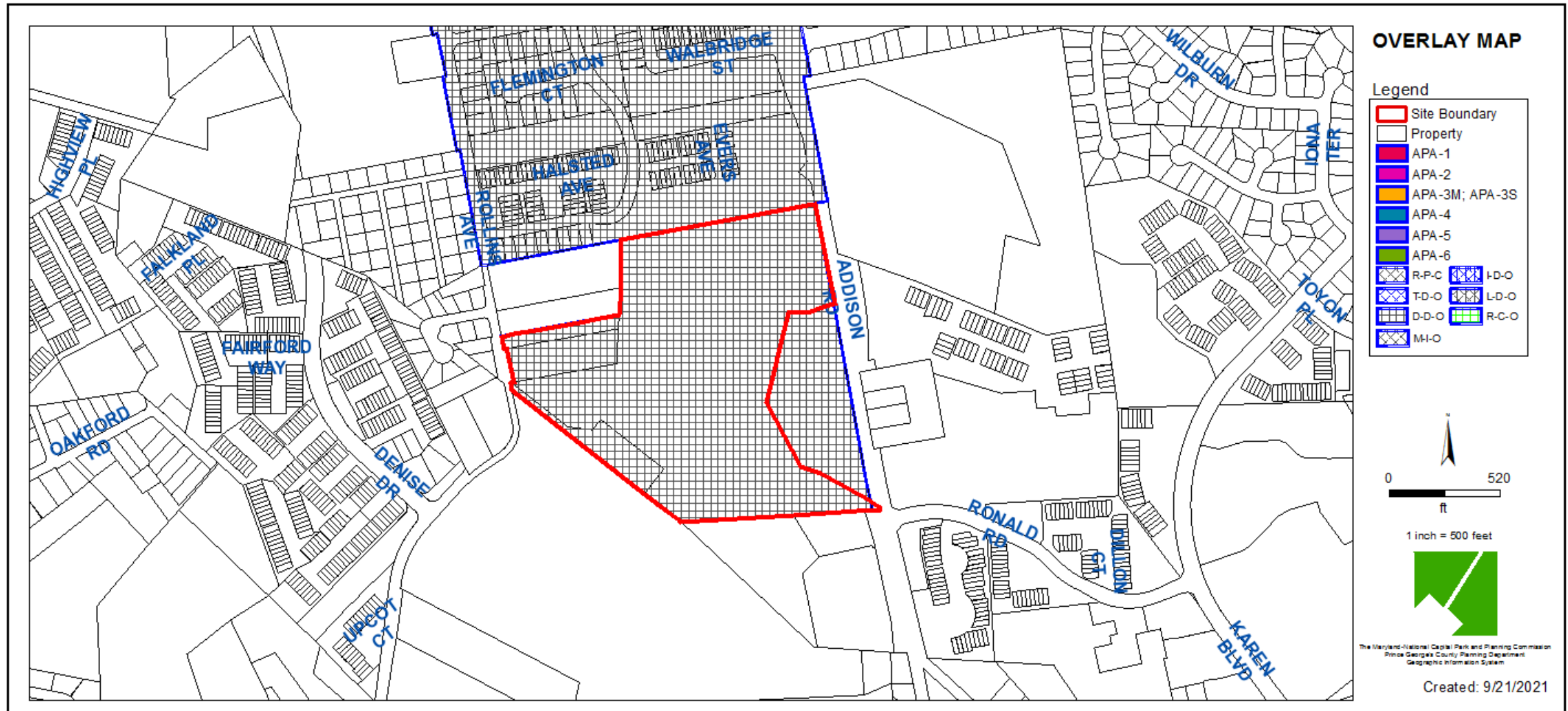


ZONING MAP

Property Zone: M-X-T



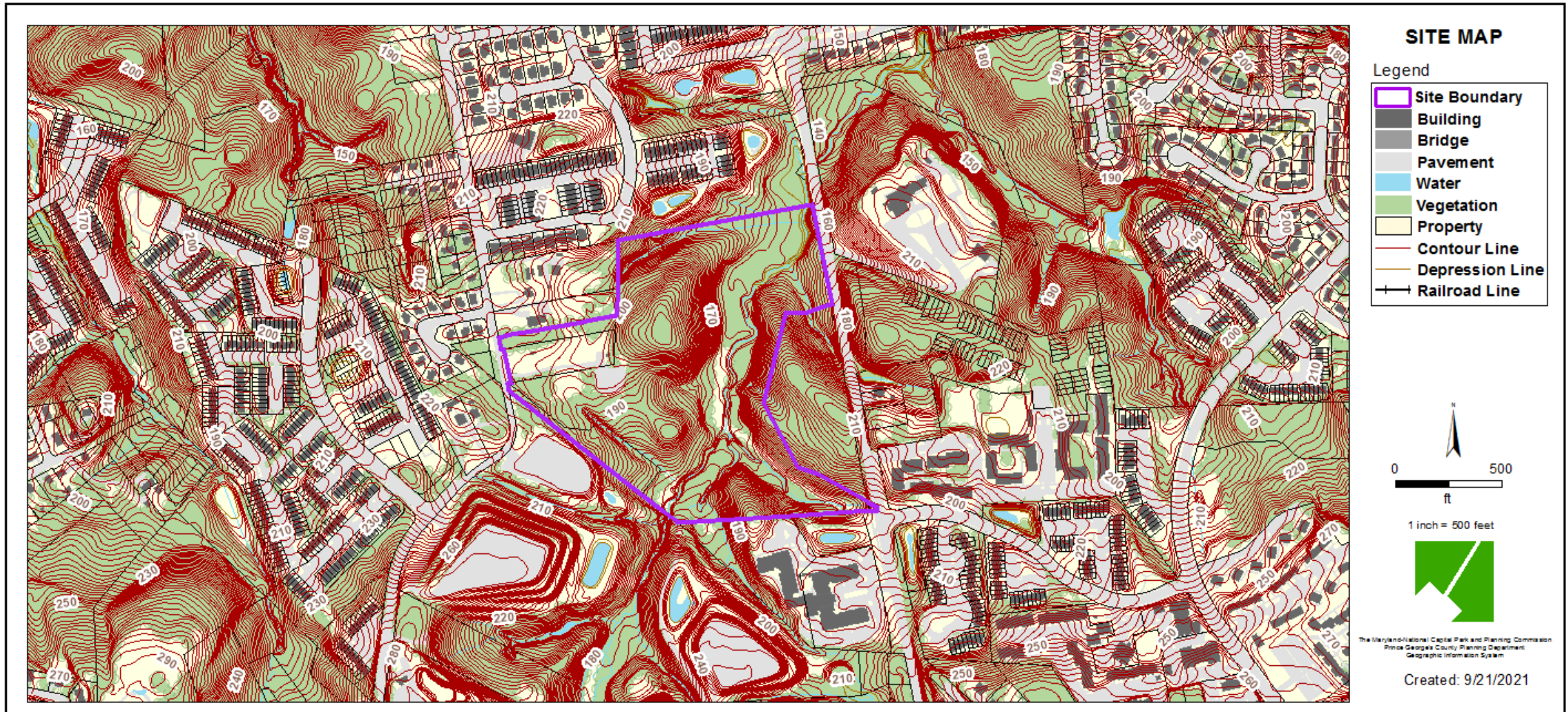
OVERLAY MAP



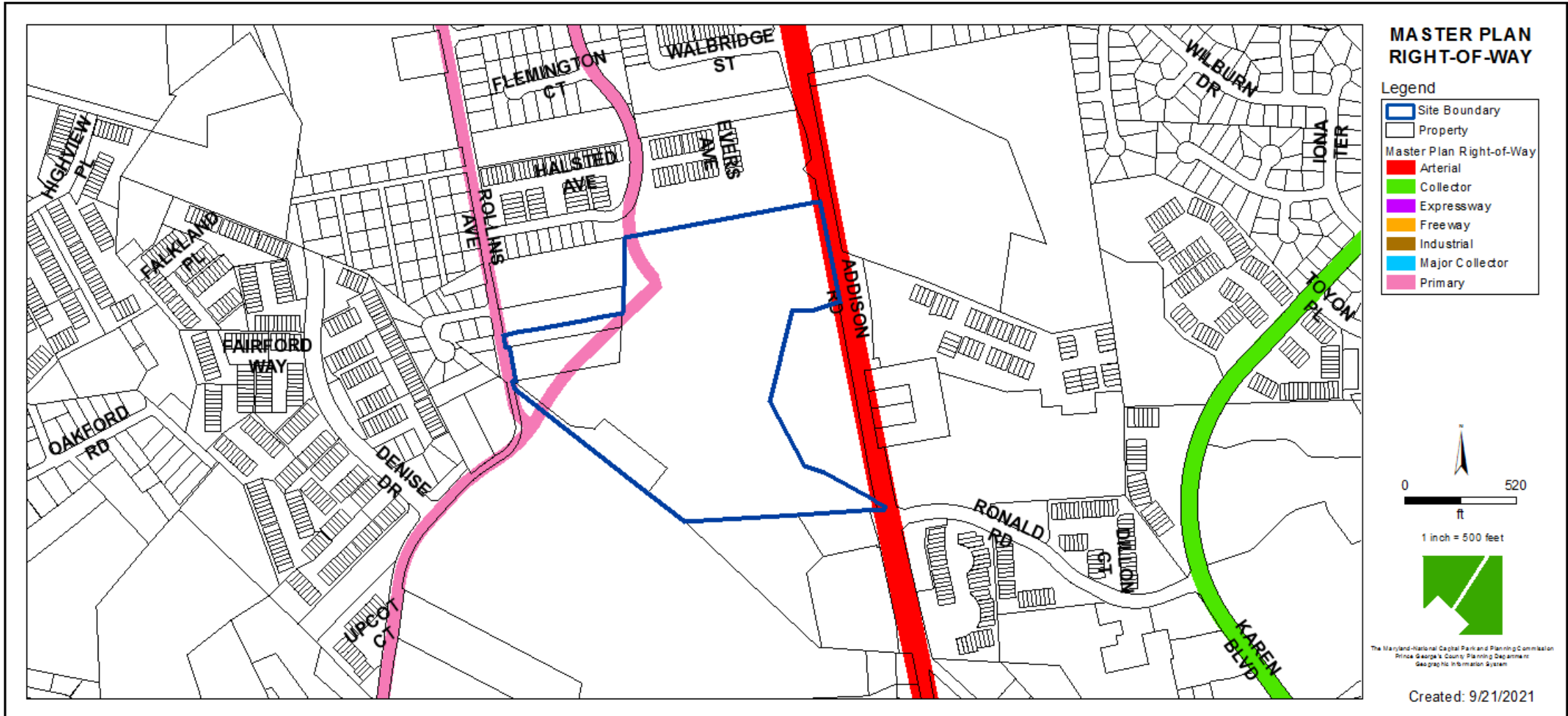
AERIAL MAP



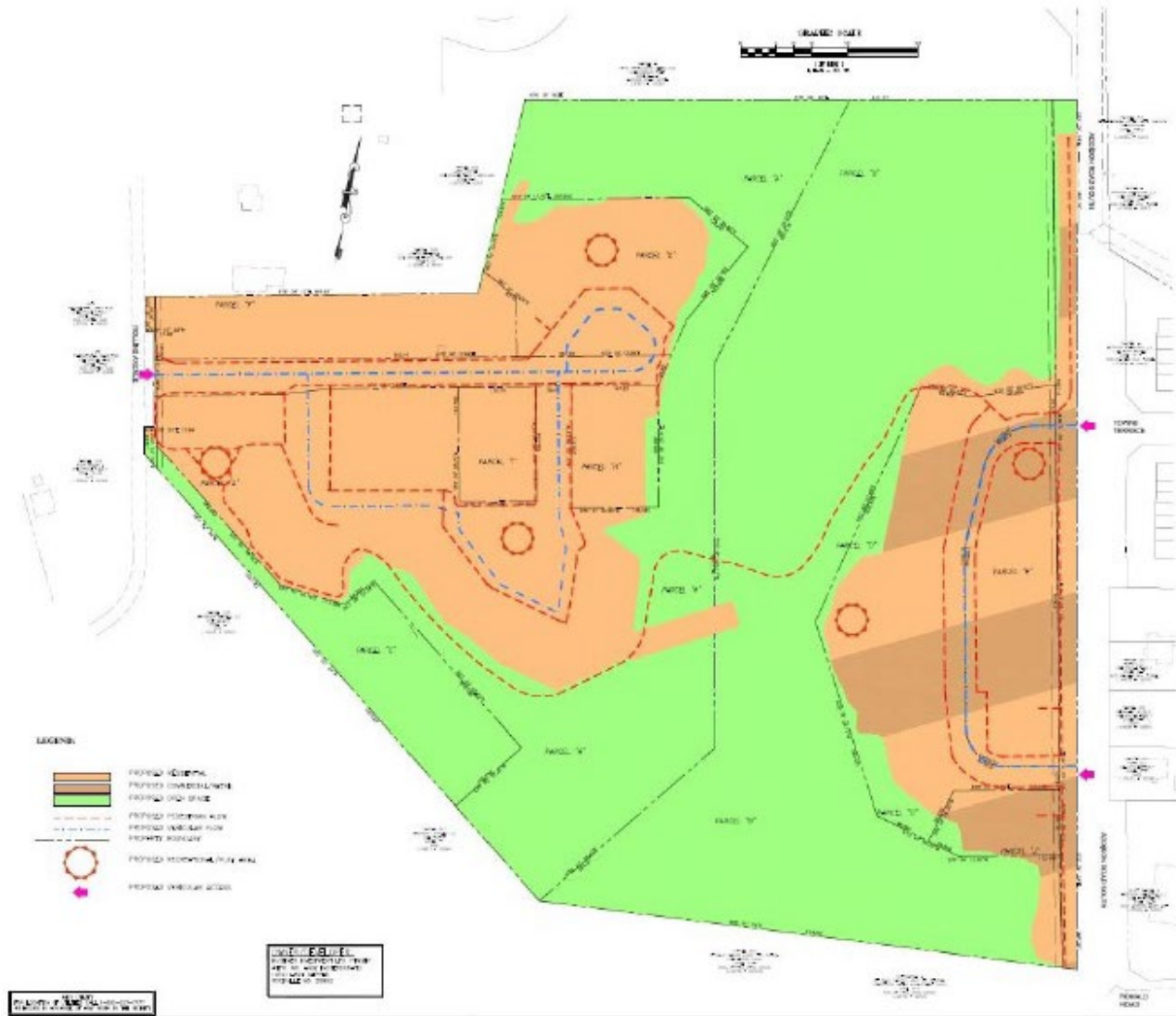
SITE MAP



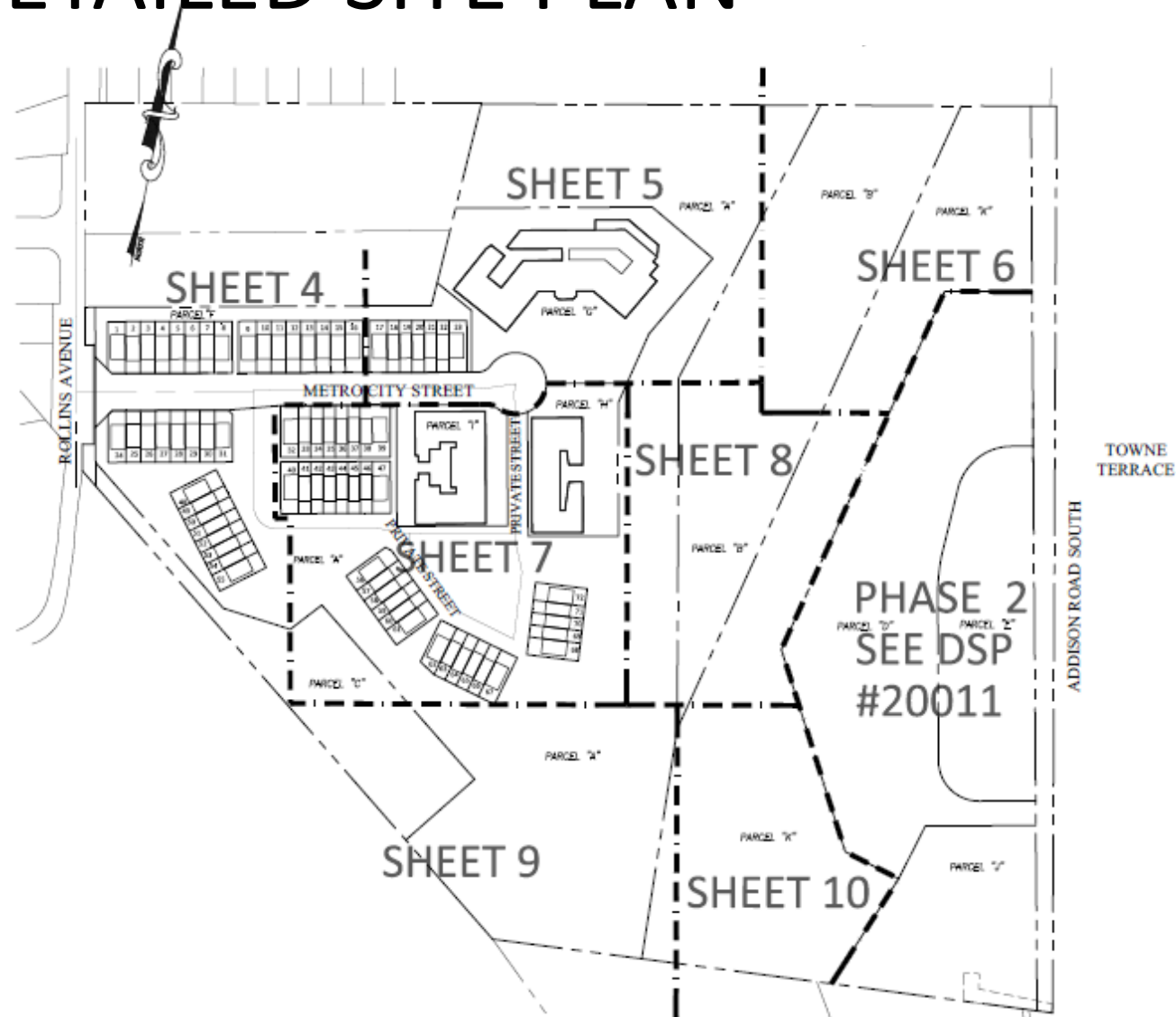
MASTER PLAN RIGHT-OF-WAY MAP



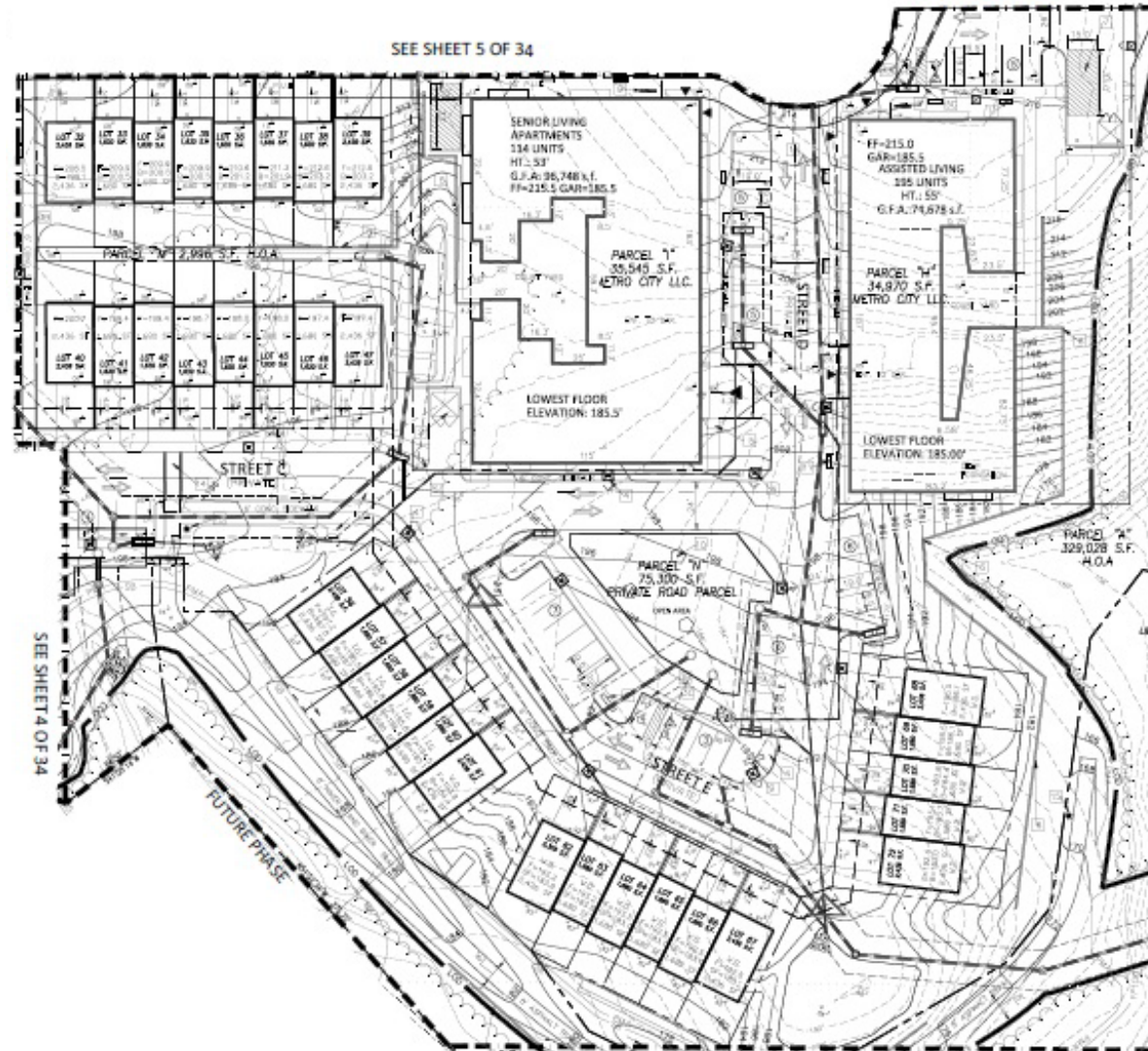
APPROVED CSP-16001



OVERALL DETAILED SITE PLAN



DETAILED SITE PLAN, PORTION OF PHASE 1



PARCEL 'G', SENIOR LIVING BUILDING, FRONT ELEVATION

PARCEL G - SENIOR LIVING BUILDING

ELEVATION @ METRO CITY DRIVE (MAIN ENTRY)

BUILDING MATERIALS:

METRO CITY - PHASE I
 1000 FOLLINS AVENUE, CAPITOL HEIGHTS, MD
 05 APRIL 2021

Redlef Group ARCHITECTS
 ARCHITECTURAL PLANNING INTERIOR DESIGN
 1000 FOLLINS BLVD. | 202.341.1700
 LYNDEN HILL, MD 20719 | www.redlefgroup.com

PARCEL 'G', SENIOR LIVING BUILDING, REAR ELEVATION

PARCEL G - SENIOR LIVING BUILDING

ELEVATION @ BUILDING REAR

BUILDING MATERIALS:

METRO CITY - PHASE I
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
05 APRIL 2021


Redleaf Group ARCHITECTS
ARCHITECTURE PLANNING INTERIOR DESIGN
1000 ROLLINS BLVD. STE. 200
LANSING, MD 20785
TEL: 301.571.1000
WWW.REDLIFGROUP.COM

PARCEL 'G', SENIOR LIVING BUILDING, LEFT ELEVATION



PARCEL 'G', SENIOR LIVING BUILDING, RIGHT ELEVATION


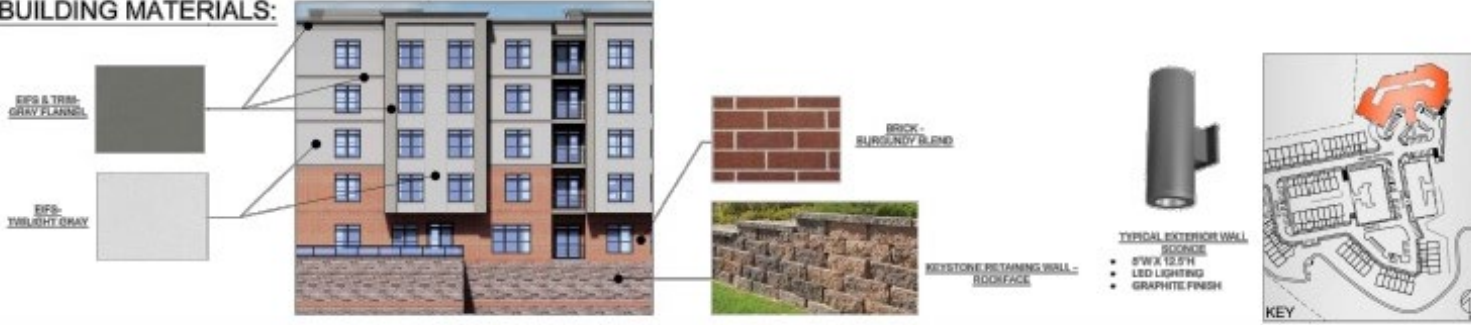
PARCEL G - SENIOR LIVING BUILDING



ELEVATION @ RIGHT SIDE

BUILDING MATERIALS:

- EPS & TRIM - GRAY PANEL
- EPS - TWILIGHT GRAY
- BRICK - BURGUNDY BLEND
- BLUESTONE RETAINING WALL - BOOKFACE
- TYPICAL EXTERIOR WALL SCENE
 - 8" W X 12.5" H
 - LED LIGHTING
 - GRAPHITE FINISH



METRO CITY - PHASE I
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

05 APRIL, 2021

Redleaf Group ARCHITECTS
ARCHITECTURE, PLANNING, INTERIOR DESIGN
400 FORMER BLVD. PH. 301.517.0000
LANSAN, MD 20785 TEL. 301.517.0001
WWW.REDLIFGROUP.COM

PARCEL 'H', ASSISTED LIVING FACILITY, ELEVATIONS

PARCEL H - ASSISTED LIVING FACILITY

ELEVATION @ STREET D (MAIN ENTRY)

ELEVATION @ METRO CITY DRIVE (MAIN ENTRY)

BUILDING MATERIALS:

- METAL WALL PANEL - DRIFTWOOD MICA
- METAL WALL PANEL - OYSTER
- BRICK - BURGUNDY BLEND
- BRICK - QUAKER BLEND
- BRICK - BURBON RED VELOUR
- BRONZE METALLIC

SIGNAGE:

- 3D ACRYLIC DIMENSIONAL LETTERS
- 80 TOP RAIL MOUNT
- FULLY LIGHTED
- 2" THICK X 24" TALL

TYPICAL EXTENSION WALL SCONCE:

- 8" W X 31" H
- LED LIGHTING
- BRONZE METALLIC FINISH

Redief Group
ARCHITECTS

ARCHITECTURE, PLANNING, INTERIOR DESIGN
1000 ROLLINS AVENUE, SUITE 200
LARGO, MD 20774
(301) 761-1000


METRO CITY - PHASE I
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

23 JULY 2021


KEY

PARCEL 'H', ASSISTED LIVING FACILITY, ELEVATIONS

PARCEL H - ASSISTED LIVING FACILITY




ELEVATION @ BUILDING REAR




ELEVATION @ STREET C

BUILDING MATERIALS:

<p>BRICK - BURLANDY BLEND</p> <p>BRICK - QUAKER BLEND</p> <p>BRICK - RUSTIC RED VELOUR</p> <p>METAL GARAGE SCREENING DEVICES - BRONZE METALLIC</p>		<p>METAL WALL PANEL - DRIFTWOOD MICA</p> <p>METAL WALL PANEL - OYSTER</p> <p>PAINTED MASONRY - TO MATCH COLOR OF OYSTER METAL WALL PANEL</p> <p>BRONZE METALLIC</p>
--	--	---

TYPICAL EXTERIOR WALL SCIENCE


- 8" X 21"
- LED LIGHTING
- BRONZE METALLIC FINISH



KEY

METRO CITY - PHASE I
 1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

23 JULY 2021




Redleaf Group
ARCHITECTS


1000 ROLLINS AVENUE, SUITE 100
 CAPITOL HEIGHTS, MD 20743
 (301) 477-1000

PARCEL 'I', SENIOR LIVING APARTMENT BUILDING, ELEVATIONS

PARCEL I - SENIOR LIVING BUILDING



ELEVATION @ STREET D (MAIN ENTRY)



ELEVATION @ METRO CITY DRIVE MAIN ENTRY

BUILDING MATERIALS:

METAL WALL PANEL - ALABASTER

METAL WALL PANEL - TRIL BLACK

FAUX WOOD LAP SIDING - MAHOGANY


ARCHITECTURAL STONE MASONRY - ARCTIC WHITE (ON GROUND FL) AND PAINTED MASONRY TO MATCH (ON GARAGE LEVELS)

TYPICAL EXTERIOR WALL SCONCE

- 8"W X 3"H
- LED LIGHTING
- BLACK FINISH

SIGNAGE


- 3D ACRYLIC DIMENSIONAL LETTERS
- BOTTOM RAIL MOUNT
- FULLY LIGHTED
- 2" THICK X 34" TALL



KEY

METRO CITY - PHASE I
 1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

23 JULY 2021




Redlef Group
ARCHITECTS


ARCHITECTURAL PLANNING INTERIOR DESIGN
 1000 ROLLINS AVENUE, SUITE 200
 CAPITOL HEIGHTS, MD 20743
 TEL: 301.974.0000
 FAX: 301.974.0001
 WWW.REDFLEGROUP.COM

PARCEL 'I', SENIOR LIVING APARTMENT BUILDING, ELEVATIONS

PARCEL I - SENIOR LIVING BUILDING




ELEVATION @ BUILDING REAR




ELEVATION @ STREET C


BUILDING MATERIALS:

FAUX WOOD LAP SIDING - MAHOGANY




ARCHITECTURAL STONE MASONRY - ARCTIC WHITE (ON GROUND FL) AND PAINTED MASONRY TO MATCH (ON GARAGE LEVELS)





METAL WALL PANEL - ALUMINUM



METAL WALL PANEL - TBX BLACK




METAL GARAGE SCREENING - FINISH: BLACK




TYPICAL EXTERIOR WALL SOUNDE

- 8" X 3 1/2"
- LED LIGHTING
- BLACK FINISH



KEY

METRO CITY - PHASE I
 1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
 23 JULY 2021



Redleaf Group ARCHITECTS
 ARCHITECTURAL PLANNING SENIOR DESIGN
 1000 ROLLINS AVENUE, SUITE 100
 CAPITOL HEIGHTS, MD 20743
 TEL: 301.977.4200
 FAX: 301.977.4201
 WWW.REDLIFGROUP.COM

TOWNHOUSE, FRONT AND REAR ELEVATIONS



TOWNHOUSES FRONT ELEVATIONS

Elevation A - 24' Wide Unit Elevation B - 24' Wide Unit Elevation C - 20' Wide Unit Elevation D - 20' Wide Unit Elevation E - 20' Wide Unit Elevation F - 20' Wide Unit Elevation G - 24' Wide Unit Elevation H - 24' Wide Unit



rear elevation 24' unit
with optional 4th floor
and 12' x 24' balcony

rear elevation 24' unit

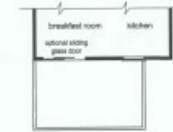
rear elevation 20' unit

model types

- 1.) Model A: 24' wide, two car garage, 3 - story town home
- 2.) Model B: 20' wide, one car garage, 3 story town home
- 3.) Model C: 24' wide, two car garage, 4 - story town home



optional 10' x 20' wood deck
for this 24' unit



optional 10' x 16' wood deck
for this 20' unit


TOWNHOUSE, SIDE ELEVATIONS AND FLOORPLANS



custom designs international, inc. INTERNATIONAL 18 matching point court arroyo, calif. 94003 tel: (415) 944-0800 fax: (415) 944-0800 email: rought@cdi.com http://www.customdesignsinternational.com	name	Metro City	date	revision
	sheet no.	08-001		
	date	01-03-00		
	drawn by			
	checked by			
	Floor Plans		sheet no.	1 of 2

SIGNAGE

PARCEL I - SENIOR LIVING BUILDING



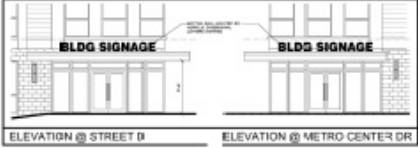
PARCEL H - SIGNAGE

SIGNAGE DETAILS:

- 3D ADJUSTABLE DIMENSIONAL LETTERS
- BOTTOM PANEL MOUNT
- FULLY ILLUMINATED
- 2" THICK X 18" TALL

CAD/CAM:
 (FINISH MUST BE MATERIAL AVAILABLE)

MATERIALS:
 METAL LETTERS: BLACK
 METAL LETTER MOUNTING: BRASS



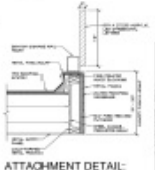
ELEVATION @ STREET D ELEVATION @ METRO CENTER DR

BLDG SIGNAGE

NOTES:
 1. PURSUANT TO SECTION 27-418, THE ALLOWABLE SIGN AREA IS: MAXIMUM OF 30 SF.

PROPOSED SIGNAGE AREA:
 METRO CITY DRIVE = 22.8 SF
 STREET D = 22.8 SF
 TOTAL SIGNAGE = 45.6 SF

ATTACHMENT DETAIL:



METRO CITY - PHASE I
 1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
 12/10/2021

PARCEL H - ASSISTED LIVING FACILITY



PARCEL H - SIGNAGE

SIGNAGE DETAILS:

- 3D ADJUSTABLE DIMENSIONAL LETTERS
- BOTTOM PANEL MOUNT
- FULLY ILLUMINATED
- 2" THICK X 18" TALL

CAD/CAM:
 (FINISH MUST BE MATERIAL AVAILABLE)

MATERIALS:
 METAL LETTERS: BRASS



ELEVATION @ METRO CENTER DR ELEVATION @ STREET D

BLDG SIGNAGE

NOTES:
 1. PURSUANT TO SECTION 27-418, THE ALLOWABLE SIGN AREA IS: MAXIMUM OF 30 SF.

PROPOSED SIGNAGE AREA:
 METRO CITY DRIVE = 22.8 SF
 STREET D = 22.8 SF
 TOTAL SIGNAGE = 45.6 SF


ATTACHMENT DETAIL:



METRO CITY - PHASE I
 1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
 12/10/2021


SIGNAGE/DETAILS

PARCEL G - SENIOR LIVING BUILDING

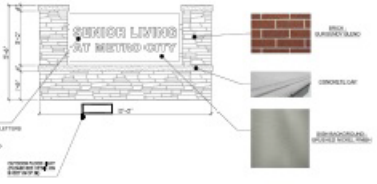


PARCEL G - SIGNAGE

SIGNAGE DETAILS:



SIGNAGE MATERIALS:



NOTES:

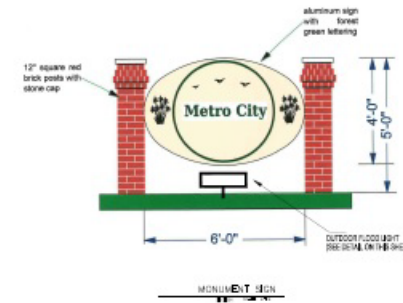
1. REFER TO SECTION 07.41.10 ALLOWABLE SIGNAGE & PERMIT OF SIGN IF APPLICABLE. ACTUAL SIGN SIZE IS 2' x 2'. PERMIT THIS SIGNAGE TO BE 10' x 10' IF THE MAX ALLOWABLE SIGNAGE AREA.

PROPOSED SIGNAGE AREA: 20 SF
PROPOSED SIGNAGE AREA: 20 SF
ENLARGED SIGNAGE AREA: 17.4 SF
ACTUAL SIGNAGE AREA: 4 SF

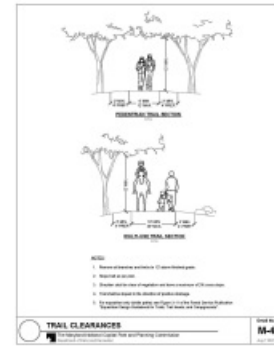
KEY:

- BRICK
- ALUMINUM SIGN WITH STONE CAP
- OUTDOOR FLOODLIGHT (SEE DETAIL ON THIS SHEET)

METRO CITY - PHASE I
 1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
 10/18/2021

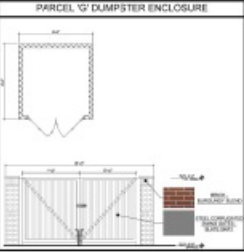


10/18/2021

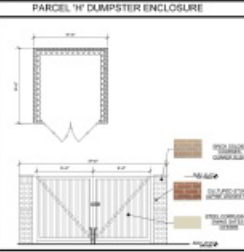


BUILDING DUMPSTER ENCLOSURES

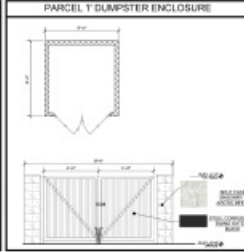
PARCEL 'G' DUMPSTER ENCLOSURE



PARCEL 'H' DUMPSTER ENCLOSURE



PARCEL 'I' DUMPSTER ENCLOSURE



KEY:

- BRICK
- ALUMINUM SIGN WITH STONE CAP
- OUTDOOR FLOODLIGHT (SEE DETAIL ON THIS SHEET)

METRO CITY - PHASE I
 1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
 10/18/2021

TYPE II TREE CONSERVATION PLAN

TREE CONSERVATION TYPE 2/027-2021 FOR METRO CITY

PHASE 1 - KEY MAP

SEAT PLEASANT ELECTION DISTRICT NO.18
 PRINCE GEORGE'S COUNTY, MARYLAND

Property Owners Acknowledge Certificate

I, the undersigned, hereby acknowledge that I am the owner of the land described in the above certificate and that I have read and understood the requirements of the Tree Conservation Plan (TCP) and that I have agreed to the terms and conditions of the TCP.

I, the undersigned, hereby acknowledge that I am the owner of the land described in the above certificate and that I have read and understood the requirements of the Tree Conservation Plan (TCP) and that I have agreed to the terms and conditions of the TCP.

Code: Professional Title: _____

VICINITY MAP
SCALE 1"=500'

METRO CITY SITE NOTES

- TOTAL NUMBER "METRO CITY"
- TOTAL ADDRESS AND OWNERSHIP
- PARCEL A: HOME OWNERS ASSOCIATION AREA: 328,028 S.F.
- PARCEL B: HOME OWNERS ASSOCIATION AREA: 18,075 S.F.
- PARCEL C: METRO CITY LLC AREA: 50,281 S.F.
- PARCEL D: METRO CITY LLC AREA: 54,075 S.F.
- PARCEL E: METRO CITY LLC AREA: 30,348 S.F.
- PARCEL F: METRO CITY LLC AREA: 208,718 S.F.
- PARCEL G: HOME OWNERS ASSOCIATION AREA: 30,527 S.F.
- PARCEL H: HOME OWNERS ASSOCIATION AREA: 75,336 S.F.
- PARCEL I: HOME OWNERS ASSOCIATION AREA: 42,462 S.F.
- LOTS 1 THROUGH 75: METRO CITY LLC AREA: 141,868 S.F.
- RIGHT OF WAY DEDICATION: 15,028 S.F.
- TOTAL: 1,180,386 S.F.

- ZONING: METRO CITY TRANSPORTATION ORIENTED M.U.T.
- SETBACKS: SEE PLAN
- NUMBER OF LOTS: TO PARCELS AND TO LOTS
- PROTECTION AREA: 88,571 S.F.
- 330 (MARC) FOOT RAMP REFERENCE: 32,000 S.F.
- TAX MAP NUMBER AND PROPORTIONS
- AVIATION POLICY AREA: N/A
- WATERWAYS: SEE SITE PLAN
- WATERWAYS: SEE SITE PLAN
- STORM WATER MANAGEMENT APPROVAL: BASED ON APPROVAL DATED: 11/17/2010
- EXISTING PUBLIC UTILITY: ALONG ALL RIGHT OF WAY
- MANDATORY PARK DEDICATION: 8,987 S.F. SECTION 24 (MARC)
- THINGS ARE NOT CONSIDERED TO BE SUBJECT TO THE PROPERTY
- THINGS ARE NOT HISTORIC: SEE CODE IN THE VICINITY OF THE PROPERTY
- THINGS ARE NOT OF THE USE AND WEATHER CONDITIONS
- THIS PROPERTY IS NOT WITHIN CHESAPEAKE BAY CRITICAL AREA OVERLAY
- SOURCE OF TOPOGRAPHY: CAPITAL DEVELOPMENT DESIGN INC.
- APPLICANT OWNER: METRO CITY LLC
 1000 LADY SLEPPER TERRACE
 ROCKVILLE, MD 20852
 PHONE: 301-427-5501
 E-MAIL: ASDSERV@METROCI.COM
- THINGS ARE NOT SUBJECT TO THE PROPERTY
- ADJACENT DEVELOPERS: SEE MAPPING AND PLANNING COORDINATE SYSTEM (DADS) AND THE VERTICAL DATUM IS THE NAVD83.
- CONSIDER THE CONNECTION OF THIS PROJECT: NO DUES SHOULD BE ALLOWED TO CROSS OVER PROPERTY LINES AND IMPACT ADJACENT PROPERTIES. INDICATE IMPACT TO CONFORM TO CONSTRUCTION ACTIVITY (USE CONTROL REQUIREMENTS AS SPECIFIED IN THE 2011 MARYLAND STATE AND SPECIFICATIONS FOR SOIL, ROCKS AND BEDROCK CONTROL).
- NO CONSTRUCTION WORK SHOULD BE ALLOWED TO ADVERSELY IMPACT ACTIVITIES ON THE ADJACENT PROPERTIES. INDICATE IMPACT TO CONFORM TO CONSTRUCTION ACTIVITY (USE CONTROL REQUIREMENTS AS SPECIFIED IN SUBTITLE 18 OF THE PRINCE GEORGE'S COUNTY CODE).

QUALIFIED PROFESSIONAL CERTIFICATION

BY (NAME) (DATE) (TYPE) (FIRM) (STATE) (TYPE) (FIRM) (STATE)

BY (NAME) (DATE) (TYPE) (FIRM) (STATE) (TYPE) (FIRM) (STATE)

POWER OF ATTORNEY - 301.2-301 - 887.1016, MD 20705
 PHONE: (301) 427-5501, EMAIL: PSD@METROCI.COM
 DATE: 01/20/2022

APPLICANT

METRO CITY LLC
 1000 LADY SLEPPER TERRACE
 ROCKVILLE, MD 20852
 PHONE: 301-427-5501
 E-MAIL: ASDSERV@METROCI.COM

SHEET INDEX

SHEET NO.	PLAN TREE
1	COVER SHEET
2	TREE CONSERVATION PLAN SHEET
3	TREE CONSERVATION PLAN SHEET
4	TREE CONSERVATION PLAN SHEET
5	TREE CONSERVATION PLAN SHEET
6	TREE CONSERVATION PLAN SHEET
7	TREE CONSERVATION PLAN SHEET
8	RETAIL SHEET 1
9	RETAIL SHEET 2

METRO CITY IS A PRIORITY ONE PROJECT

Tree Conservation Plan Approval	
Approved By	Date

STAFF RECOMMENDATION

APPROVAL with conditions

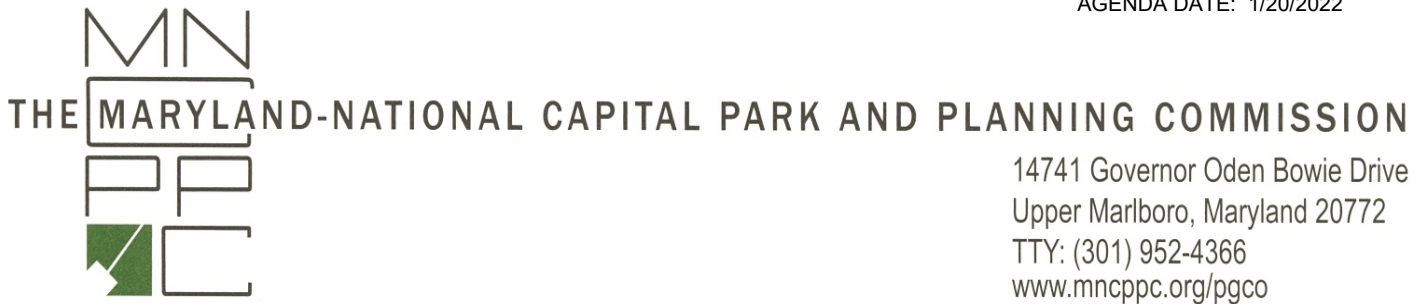
- Approval of 1 Alternative Development District Standard
- Approval of DSP-20012 with 3 Conditions

Issues:

- None

Applicant Community Engagement:

- No responses from Capitol Heights, District Heights and Seat Pleasant



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco

Countywide Planning Division
Historic Preservation Section

301-952-3680

August 26, 2021

MEMORANDUM

TO: Henry Zhang, Urban Design Section, Development Review Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: **DSP-20012 Metro City**

Findings

1. The subject property comprises 39.68-acres and is located 4,000-feet southwest of the intersection of Old Central Avenue and Addison Road. The subject application proposes Phase I of a mixed-use project consisting of 72 townhouses, 230 dwelling units for (55+) seniors and 175-bed assisted living facility. The subject property is Zoned M-X-T.
2. The subject property was part of the Seat Pleasant plantation occupied by Thomas Owen Williams. Large tobacco plantations dominated the Seat Pleasant landscape throughout the 1700s and 1800s. Seat Pleasant was a 452-acre land grant surveyed for Thomas Gantt, III, on February 18, 1765, and patented on May 26, 1767. Seat Pleasant was carved out of earlier land grants known as Good Luck and Father's Gift. Thomas Owen Williams acquired 250 acres of the Seat Pleasant survey from Thomas Gantt on June 21, 1777. The subject property is located within the bounds of Williams' Seat Pleasant plantation. His house was located on what is now the site of St. Margaret's School, to the north of the subject property on Addison Road. This house and its various quarters for the plantation's enslaved laborers and outbuildings are documented in the 1798 Federal Direct Tax records. Thirty-eight enslaved laborers worked on the Seat Pleasant plantation in the late 1700s. Thomas Owen Williams died in 1818, and he devised the Seat Pleasant plantation to his daughter, Mary, who married Thomas Berry of Concord. The Seat Pleasant plantation remained in the Berry family until 1873, when 736-acres were sold to Benjamin Lowndes Jackson, William Bladen Jackson, and George J. Seufferle. The land was then subdivided, and the community was named for the early-nineteenth-century estate of the Williams and Berry families. The 1873 plat shows several buildings including houses, farms, outbuildings, cabins, a store, and a blacksmith shop, reflecting the rural nature of the area.

Lindsay S. Perkins acquired Lots 23 and 24 of Murdaugh and Whiting's Subdivision of Lots 1, 2, and 4 of Jackson's Subdivision of "Seat Pleasant" in 1899. In 1906, Perkins purchased Lot 22 and part of Lot 21 of Murdaugh and Whiting's Subdivision of Lots 1, 2, and 4 of Jackson's Subdivision of "Seat Pleasant". The 1940 Franklin Atlas shows three houses on Perkins' land at that time.

3. In its review of CSP-16001 Metro City, the District Council approved one condition (Condition 3) regarding the archeological investigation of the subject property:

Condition 3: Prior to acceptance of the preliminary plan of subdivision, Phase I (Identification) archeological investigations, according to the Planning Board's *Guidelines for Archeological Review* (May 2005), shall be submitted for the above-referenced property to determine if any cultural resources are present. Evidence of The Maryland-National Capital Park and Planning Commission (M-NCPPC) concurrence with the final Phase I report and recommendations is required prior to approval of the preliminary plan.

4. A Phase I archeology survey was conducted on 18.7-acres of the subject property by the applicant's archeology consultant in December 2019. Two moderate to high probability areas located to the east and west of Cabin Branch were surveyed. One new archeological site, 18PR1156, was recorded. Site 18PR1156 was located on the eastern edge of the property, next to Addison Road South. The site comprised the remains of a small brick and cinderblock foundation and a brick-lined well with a concrete cap. The concrete cap on the well was inscribed with "L. S. Perkins 1920." The foundation is possibly related to an outbuilding associated with a house constructed by Lindsay Perkins. A former Secret Service agent, Lindsay Perkins died at the age of 70 on June 3, 1934. His widow, Magda, and son, Edgar A. Perkins, continued to reside in the house after his death. Edgar A. Perkins was the proprietor of a real estate company. Edgar A. Perkins sold his 37 acres in Seat Pleasant to Rollins Investment, Inc. in 1952. The property changed hands several times until acquired by Metro City, LLC in 2017.

Conclusions

1. The foundation is possibly related to an outbuilding associated with a house constructed by Lindsay Perkins. A former Secret Service agent, Lindsay Perkins died at the age of 70 on June 3, 1934. His widow, Magda, and son, Edgar A. Perkins, continued to reside in the house after his death. Edgar A. Perkins was the proprietor of a real estate company. Edgar A. Perkins sold his 37 acres in Seat Pleasant to Rollins Investment, Inc. in 1952. The property changed hands several times until acquired by Metro City, LLC in 2017.
2. One archeological site, 18PR1156, was identified in the Phase I archeology survey of the subject property. The house that was once located on this site was possibly demolished when improvements were made to Addison Road South. The foundation identified in the archeology survey probably represents an outbuilding rather than the house site. An inscription in the concrete well cap indicates that Lindsay S. Perkins constructed a house on the subject property in 1920 and was residing there at that time. The archeological investigations indicate extensive modern disturbance to site 18PR1156 and no further work was recommended. Historic Preservation staff concurs with the report's findings and conclusions that no additional archeological investigations are necessary on the subject property.

3. The final reports detailing the Phase I archeological investigations on the subject property have not been submitted. The applicant should submit **three** hard copies and **four** digital copies on CDs of the final Phase I reports to Historic Preservation staff.

Recommendations

Historic Preservation staff recommend approval of DSP-20012 Metro City, with the following condition:

Prior to signature approval of this detailed site plan, the applicant shall submit **three** hard copies and **four** digital copies on CD of the final Phase I reports to Historic Preservation staff.

December 3, 2021

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section
VIA: Sherri Conner, Planning Supervisor, Subdivision Section *SC*
FROM: Kayla DiCristina, Senior Planner, Subdivision Section *KD*
SUBJECT: DSP-20012; Metro City

This detailed site plan (DSP-20012) consists of Phase I of the overall development called Metro City and comprises 24.80 acres. The subject property consists of part of two acreage parcels, Parcels 210 and 211 as recorded among the Land Records of Prince George's County in Liber 38876 at folio 310 and Liber 40689 at folio 536, respectively, and an unnumbered lot known as the Valle Gargan Subdivision, recorded among the aforementioned Land Records in Plat Book WWW 19 at page 41 on May 1, 1951. The overall Metro City development consists of the area of this DSP and a future Phase II on land adjacent to Addison Road South. The subject property is currently vacant, is located on Tax Map 73 in Grids C2 and C3 within the Mixed-Use Transportation Oriented and Development District Overlay Zones and is within the area of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity*. This DSP proposes 72 lots and 10 parcels for 72 single-family attached dwellings and 435 elderly housing and assisted living multifamily dwelling units.

The land area considered in DSP-20012 is subject to preliminary plan of subdivision (PPS) 4-19044, which was approved by the Prince George's County Planning Board on April 22, 2021 (PGCPB Resolution No. 2020-53) for the development of 72 single-family attached and 1,221 multifamily dwellings (including 594 assisted living and elderly housing units) and 147,000 square feet of commercial development on 72 lots and 17 parcels. PPS 4-19044 was approved subject to 21 conditions. It is noted that the PPS resolution states that 16 parcels were approved for development, but the certified PPS shows 17 parcels due to creation of a HOA-owned parcel for Metro City Street in accordance with Condition 1f of PGCPB Resolution No. 2020-53.

It is also noted that PPS 4-19044 covered 39.68 acres, including Parcel C. Parcel C was to be conveyed to the homeowners' association as an open space parcel and contained no proposed development, recreational facilities, or mandatory parkland dedication. This DSP excludes Parcel C, as the property was conveyed out of the parent tract and into private ownership before completing the subdivision process. Since this piece of land contained no proposed development, recreational facilities, or mandatory dedication of parkland, the exclusion of this area from this DSP is

inconsequential to the ability of this application to conform to the PPS. The current property owner of this area of land can proceed to plat the property, however the parcel would then be required to be conveyed to the homeowners' association for Metro City, in accordance with PPS 4-19044. To proceed with any development on this area of land, a new PPS will be required.

The conditions of PPS 4-19044 relevant to the subject application are shown below in **bold** text. Staff analysis of the project's conformance to the conditions follows each one in plain text.

2. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.**

PPS 4-19044 was approved for 72 single-family attached and 1,221 multifamily dwellings (including 594 assisted living and elderly housing units) and 147,000 square feet of commercial development on 72 lots and 17 parcels. DSP-20012 proposes 72 lots and 10 parcels for 72 single-family attached dwellings and 435 elderly housing and assisted living multifamily dwelling units. The uses proposed within this DSP do not represent a substantial revision to the mix of uses approved with PPS 4-19044.

3. **Development of the site shall be in conformance with the approved Stormwater Management Concept Plan (48903-2016-00) and any subsequent revisions.**

The applicant submitted a copy of the approved Stormwater Management (SWM) Concept Plan (48903-2016-00) and approval letter with this DSP. The SWM Concept Plan depicts development that is consistent with the DSP. The Environmental Planning Section should further review the application and the SWM concept plan for conformance to Condition 3.

4. **Prior to approval of a final plat:**

- a. **The final plat shall grant 10-foot-wide public utility easements along the public and private rights-of-way.**

The DSP plans depict 10-foot-wide public utility easements (PUEs) along both sides of all public rights-of-way and at least one side of all private rights-of-way. The DSP conforms to this condition. This condition will be evaluated again for conformance at the time of final plat.

- c. **The final plat shall reflect right-of-way dedication a minimum of 60 feet from the centerline along the property's frontage of Addison Road South.**

The required 60 feet of right-of-way dedication is depicted along Addison Road South along Parcel K. The DSP conforms to this condition for the right-of-way dedication required along the frontage of Parcel K. This condition will be evaluated again for conformance at the time of the DSP for Phase II of Metro City, for the dedication required along the remaining property frontage along Addison Road South.

5. **Total development within the development areas accessing Rollins Avenue (Lots 1 through 72, plus development parcels G, H, and I) shall have a trip cap of 118 AM and 147 PM peak-hour vehicle trips. Any development generating an impact greater than**

that identified herein above shall require a new PPS, with a new determination of the adequacy of transportation facilities.

DSP-20012 proposes residential development on Lots 1 through 72 and Parcels G, H, and I. Parcels A, F, K, L, M, N, and Q are proposed for private roads, open space, and parkland including the development of a portion of the Cabin Branch Trail. Development proposed with this DSP application conforms to development approved with PPS 4-19044 for these lots and parcels. The Transportation Planning Section should further review the proposed development for conformance to Condition 5.

- 15. At the time of final plat, in accordance with Section 24-134(a)(4) of the Prince George's County Subdivision Regulations, approximately 5.95 acres of parkland, as shown on the preliminary plan of subdivision (Parcel K) shall be shown to be conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:**
- a. An original, special warranty deed for the property to be conveyed, (signed by the Washington Suburban Sanitary Commission Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division of the Maryland-National Capital Park and Planning Commission, along with the application of the first record plat.**
 - b. The M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalls, curbs and gutters, and front-foot benefit charges, prior to and subsequent to, application of the building permit.**
 - c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.**
 - d. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to DPR within two weeks, prior to applying for grading permits.**
 - e. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in an acceptable condition for conveyance, prior to dedication.**
 - f. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall**

review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement, prior to issuance of grading permits.

- g. No stormwater management facilities, or tree conservation or utility easements shall be proposed on land owned by or to be conveyed to M-NCPPC without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR), who shall review and approve the location and/or design of these features. If such proposals are approved by DPR, a performance bond, maintenance, and easement agreements shall be required, prior to issuance of grading permits.**

Parcel K, as shown on the DSP, is in general conformance in shape and area with Parcel K shown on PPS 4-19044. However, the conveyance of Parcel K is mislabeled as being conveyed to "MNPCPC" on Sheets 1 and 6 of the DSP. The conveyance of Parcel K is also not labeled on Sheets 8 and 14 of the DSP. The Department of Parks and Recreation should further evaluate conformance of Parcel K to Condition 15.

- 16. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following pedestrian and bicycle facilities and shall show the following facilities on the detailed site plan:**

- a. Eight-foot-wide sidewalks along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

This DSP includes Parcel K, which fronts along Addison Road South. Additional right-of-way for Addison Road South is shown to be dedicated on this DSP, however, the DSP sheets do not depict the required sidewalks in this area. A label is shown on Sheet 6 of the DSP stating that right-of-way improvements along Addison Road will take place during Phase 2. Regardless of when the right-of-way improvements are to be constructed, this DSP includes property with frontage along Addison Road South and the frontage improvements should be shown as required in accordance with this condition. The Transportation Planning Section should further evaluate conformance to Condition 16a.

- b. Eight-foot-wide sidewalks along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

Eight-foot-wide sidewalks are shown on the DSP along the subject property's frontage on Rollins Avenue.

- c. Bicycle lane along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

This DSP includes Parcel K, which fronts along Addison Road South. The DSP sheets do not depict the required bicycle lane along the property's frontage of Addison Road South. A label is shown on Sheet 6 of the DSP stating that right-of-way

improvements along Addison Road will take place during Phase 2. Regardless of when the right-of-way improvements are to be constructed, this DSP includes property with frontage along Addison Road South and the frontage improvements should be shown as required in accordance with this condition. The Transportation Planning Section should further evaluate conformance to Condition 16c.

- d. Bicycle lane along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.**

The DSP sheets depict a 5-foot-wide bike lane along the subject property's frontage on Rollins Avenue. The Transportation Planning Section should further evaluate conformance to Condition 16d.

- e. Minimum 6-foot-wide sidewalks on both sides of all internal streets, public or private, excluding alleys.**

Six-foot-wide sidewalks are provided on both sides of all internal streets, excluding alleys. The Transportation Planning Section should further evaluate conformance to this condition.

- f. Perpendicular or parallel ADA-accessible curb ramps at all intersections.**

ADA-accessible curb ramps are provided at all intersections. The Transportation Planning Section should further evaluate conformance to Condition 16f.

- g. Continental style crosswalks crossing the drive aisle at all vehicle access points.**

One continental style crosswalk is provided across the drive aisle at the intersection of Rollins Avenue and Metro City Street. The Transportation Planning Section should further evaluate conformance to Condition 16g.

- 19. In accordance with the 2009 Master Plan of Transportation the applicant and the applicant heirs, successors and/or assignees shall construct the Cabin Branch Trail, as follows:**

- a. The western portion of the Cabin Branch Trail, from the sidewalk connection within the townhouse development up to the rear of Lot 68, shall be constructed during the development of Phase 1. This will include the trail connection up to the southwest property line and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/ Biker Trail Part 1.**

The DSP depicts the western portion of the Cabin Branch Trail in the same general alignment and location as shown on the PPS, including the connection to the southwest property line of Parcel K. The Department of Parks and Recreation should further evaluate conformance to Condition 19a.

- 20. Prior to a submission of a final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original, executed public**

recreational facilities agreements (RFAs) for the construction of any master planned-trails to be constructed on land to be conveyed to The Maryland-National Capital Park and Planning Commission for approval by the Prince George's County Department Parks and Recreation (DPR). The RFA shall include appropriate assurances and triggers for construction to ensure completion of the facility. Upon approval by DPR, the RFA shall be recorded among the Prince George's County Land Records in Upper Marlboro, Maryland, with the recording reference noted on the final plat, prior to plat recordation.

At the time of the PPS review, the applicant proffered to dedicate 5.95 acres of land to M-NCPPC to meet the requirements of Section 24-134(a) of the Subdivision Regulations for mandatory dedication of parkland. The area to be dedicated is shown as Parcel K and includes a trail connection between Phases I and II of the Metro City development, as well as land for the future installation of the Cabin Branch Trail. Trail construction will include a bridge to cross the Lower Beaverdam Creek. As required by Condition 21 below, triggers for construction of the trail to ensure its completion with the first phase of development must be established. An RFA for the trail will be required at the time of the final plat in accordance with Condition 20 above. It is noted that the applicant intends to provide several on-site private recreational facilities, but the applicant is meeting the requirements of Section 24-134(a) by parkland dedication so an RFA and bonding of these private recreational facilities is not required.

- 21. The detailed site plan shall reflect the location and design of the Cabin Branch Trail, and its connections to the development phases, in accordance with the Parks and Recreation Facilities Guidelines, and establish appropriate triggers for construction.**

The DSP depicts the location of the Cabin Branch Trail in accordance with PPS 4-19044 and includes details for the proposed Trail. However, details and a label for the proposed bridge were not provided on the DSP. The applicant included a construction schedule for the Trail in the submission package. This construction schedule shows the Trail being constructed in two phases with an additional area being designated as "future construction by M-NCPPC". The Department of Parks and Recreation and Urban Design Section must establish appropriate triggers for construction, which ensure the completion of the trail within the permits that will be issued for Phase 1 of the development, and review the details provided in the DSP for the Trail to ensure they are complete.

Plan Comments

1. The widths of the right-of-way for the Private Streets C and E are unlabeled on Sheet 7 of the DSP.
2. The numbering of Lots 68 through 72 is labeled incorrectly on Sheet 7 of the DSP. The numbering of these lots must be consecutive with Lot 67.

Recommended Conditions

1. Prior to certification of the detailed site plan, the following revisions shall be made to the plan:
 - a. On Sheet 7, label the right-of-way widths for Private Streets C and E.

- b. On Sheet 7, revise the labeling of Lots 68 through 72 to be consecutive with Lot 67.
- c. On Sheets 1 and 6 for Parcel K, correct the label of the entity the parcel is being conveyed to read "MNCPPC".
- d. On Sheets 8 and 14, provide a label indicating that Parcel K is to be conveyed to MNCPPC.
- e. In accordance with Condition 16a, depict the eight-foot-wide sidewalk required along the frontage of Parcel K on Addison Road South or provide correspondence with the Department of Permitting, Inspections, and Enforcement indicating modification of this condition.
- f. In accordance with Condition 16c, depict the bicycle lane required along the frontage of Parcel K on Addison Road South or provide correspondence with the Department of Permitting, Inspections, and Enforcement indicating modification of this condition.

This referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the approved preliminary plan of subdivision. All bearings and distances must be clearly shown on the DSP and must be consistent with the property's legal description, or permits will be placed on hold until the plans are corrected. There are no subdivision issues at this time.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation

6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: December 17, 2021

TO: Henry Zhang, Master Planner
Urban Design Section
Development Review Division
Planning Department

VIA: Sonja Ewing, Assistant Division Chief *SME*
Park Planning and Development Division
Department of Parks and Recreation

FROM: Tom Burke, Planner Coordinator *TB*
Land Acquisition/Management & Development Review Section
Park Planning and Development Division
Department of Parks and Recreation

SUBJECT: **DSP-20012 Metro City**

The Department of Parks and Recreation (DPR) has reviewed and evaluated this detailed site plan (DSP) application as it pertains to public parks and recreational facilities.

PROPOSAL

This proposal is for the development of Phase 1 for 72 lots and 10 parcels consisting of 72 single family attached units, 239 senior adult housing units, and 195 beds for assisted living. The application is being filed in accordance with the provisions of the Prince George's County Zoning Ordinance.

BACKGROUND

This property is 39.67 acres in the Mixed Use - Transportation Oriented (M-X-T) Zone and is located with frontage on the west side of South Addison Road and the east side of Rollins Avenue, in Capitol Heights.

The proposed development is located approximately 540 feet south of the undeveloped Suitland-Capitol Heights Park, which provides a masterplan hard surface trail to connect Addison Road South to Karen Boulevard. Rollins Avenue Park, located approximately 900 feet to the north of the subject site on Rollins Avenue, recently opened with a playground, tennis and basketball court, pavilions, a dog park, loop trail, and community garden plots. Other

nearby park facilities include the Walker Mill Regional Park located approximately 1.4 miles east of the subject property, and Oakcrest Community Center, located approximately 1.45 miles to the west on Walker Mill Road.

The *Subregion 4 Master Plan and Sectional Map Amendment*, June 2010 rezoned the subject property from the Rural Residential (R-R) and One Family Detached Residential (R-55) Zones to the Residential Townhouse (R-T) Zone and denotes that this subregion contains approximately 1,874 acres of local parkland at 54 developed parks and 15 undeveloped sites, which is insufficient to meet projected needs through 2030. The Subregion 4 Master Plan states that the region would need to add approximately 9,100 acres of parks to the inventory to adequately serve the residents.

The Master Plan of Transportation calls for the implementation of the Cabin Branch Trail, a planned hard surface multiuse trail which bisects the property in the stream valley. The plan envisions this trail as a connection to the area recreational resources, school facilities, and the Cheverly and Addison Road Metro Stations. This trail is intended to extend north to Addison Road South, and south to North Holly Springs Drive. The master plan alignment crosses several properties to the south of the subject site, many of which have provided trail easements with past development applications. No portions of this trail have been developed; however, the dedication of this property would greatly enhance the implementation of this trail.

REVIEW OF PREVIOUS CONDITIONS OF APPROVAL

Conceptual Site Plan, CSP-16001 was approved by the Prince George's County Planning Board on December 14, 2017 (PGCPB Res. No. 17-164) to expand the boundary of the Addison Road Metro Town Center Development District Overlay (D-D-O) Zone to include the subject property and to rezone the property from the Residential Townhouse (R-T) Zone to the M-X-T Zone.

Preliminary Plan of Subdivision (PPS), 4-19044 was approved by the Prince George's County Planning Board on April 22, 2021 (PGCPB Res. No. 2021-53) for the development of 72 lots and 11 parcels consisting of single family attached units, multifamily units, and commercial/retail space. The resolution provided 21 conditions of approval, including the following conditions related to DPR:

- 15. At the time of final plat, in accordance with Section 24-134(a)(4) of the Prince George's County Subdivision Regulations, approximately 5.95 acres of parkland, as shown on the preliminary plan of subdivision (Parcel K) shall be shown to be conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the [conditions a. through g., outlining standard conditions of conveyance].**

The conveyance of 5.95 acres of parkland will occur at the time of final plat

- 19. In accordance with the 2009 Master Plan of Transportation the applicant and the applicant heirs, successors and/or assignees shall construct the Cabin Branch Trail, as follows:**

- a. **The western portion of the Cabin Branch Trail, from the sidewalk connection within the townhouse development up to the rear of Lot 68, shall be constructed during the development of Phase 1. This will include the trail connection up to the southwest property line and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/ Biker Trail Part 1.**

This application represents Phase 1 of the development and shows the connection of the trail in accordance with this condition.

- b. **The remaining eastern portion of the Cabin Branch Trail, including the stream crossing, shall be constructed during Phase 2 of the development, and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/Biker Trail Part 2.**

The remaining section of trail including the stream crossing will be addressed with the development of Phase 2.

20. **Prior to a submission of a final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original, executed public recreational facilities agreements (RFAs) for the construction of any master planned-trails to be constructed on land to be conveyed to The Maryland-National Capital Park and Planning Commission for approval by the Prince George's County Department Parks and Recreation (DPR). The RFA shall include appropriate assurances and triggers for construction to ensure completion of the facility. Upon approval by DPR, the RFA shall be recorded among the Prince George's County Land Records in Upper Marlboro, Maryland, with the recording reference noted on the final plat, prior to plat recordation.**

The RFAs will be provided prior to submission of the final plat of subdivision.

21. **The detailed site plan shall reflect the location and design of the Cabin Branch Trail, and its connections to the development phases, in accordance with the Prince George's County Parks and Recreation Facilities Guidelines, and establish appropriate triggers for construction.**

The location and design of the Cabin Branch Trail and its connections to the development phase have been provided. DPR will review the construction and landscape plans prior to submission of the grading permits. Conditions to provide these plans to DPR have been included in the Recommendation section.

The trail shall be constructed in accordance with the Prince George's County Parks and Recreation Facilities Guidelines prior to the issuance of the 50th building permit for Phase 1. The triggers for development of the trail and stream crossing associated with Phase 2 will be determined with the review of the Phase 2 DSP.

DISCUSSION

Mandatory dedication of parkland pursuant to Section 24-134(a) of the Prince George's County Subdivision Regulations provides for the dedication of land, the payment of a fee-in-lieu, or on-site recreational facilities. Based on the proposed density of development, 15-percent of the net lot area could be required to be dedicated to M-NCPPC for public parks, which equates to 5.95 acres.

At the time of PPS review 4-19044, 5.95 acres of land was proposed to be dedicated to M-NCPPC and approved by the planning board with conditions incorporated into the resolution (PGCPB Res. No. 2021-53). This area, identified on the plan as Parcel "K", includes the area of a proposed trail connection between the two sections of development, and land for the future installation of the Cabin Branch Trail. The applicant intends to install the trail connecting the two sections, shown on the plan as an eight-foot-wide asphalt trail, and will include a stream crossing over Lower Beaverdam Creek. On the west side, the trail will terminate at a sidewalk within the townhouse community and extend to Rollins Road for direct access from the public right-of-way. On the east side, the trail will terminate at a sidewalk connecting pedestrians to the multi-family and commercial development, as well as a sidewalk proposed on Addison Road South. This connection will serve as a master plan realignment of the Cabin Branch Trail due to challenges with topography and environmental features on the north east portion of the property.

The statement of justification describes five on-site recreational facilities, including recreation provided for the assisted living facility, play areas for children, courtyards, and benches.

RECOMMENDATION

The Park Planning & Development Division of DPR recommends approval of Detailed Site Plan DSP-20012, for Metro City, subject to the following conditions:


1. Prior to submission of grading permits, the applicant shall submit detailed construction drawings for park facilities on parkland to DPR for review and approval.
- 2, Prior submission of grading permits, the applicant shall submit landscaping plans for the park parcel showing the plant materials, landscape specifications, and caliper of the trees to DPR for review and approval.
3. The trail section required with Phase 1 shall be constructed in accordance with the *Prince George's County Parks and Recreation Facilities Guidelines* prior to the issuance of the 50th building permit.
4. Prior to certification of the DSP, provide signage at the terminus of the trail indicating that the trail will be continued with the development of Phase 2. The size, wording, and location of the signs shall be coordinated with DPR and provided on the DSP.

cc: Bridget Stesney
Christian Gabriel

October 1, 2021

MEMORANDUM

TO: Henry Zhang, Master Planner, Development Review Division

VIA: David A. Green, Master Planner, Community Planning Division 

FROM: Brian Byrd, Planner Coordinator, Long Range Planning Section, Community Planning Division *Brian Byrd*

SUBJECT: **DSP-20012 Metro City**

FINDINGS

The Community Planning Division find that pursuant to Sec. 27-285(b)(1) Planning Board Procedures-Required Findings, the proposed detailed site plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

The Community Planning Division find that pursuant to Sec. 27-285(b)(2) the proposed detailed site plan is in general conformance with the Conceptual Site Plan-16001 approved January 4, 2018.

BACKGROUND

Application Type: DSP

Location: 4,000 feet southwest from the intersection of Old Central Ave. (RTE. 214) and Addison Road

Size: 39.68 acres

Existing Uses: M-X-T (Mixed-Use Transportation)

Proposal: Phase I of a mixed-use project consisting of 72 townhouses, 230 dwelling units for (55 +) seniors and a 175-bed assisted living facility.

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Established Communities. The vision for “Established Communities is most appropriate for context-sensitive infill and low-to-medium density development,” (p. 20).

Master Plan: The 2010 Approved Subregion 4 Master Plan recommended residential uses on the subject property however, CSP-16001 proposed to expand the boundary of the approved Addison Road Metro Town Center D-D-O Zone to include the subject property, and to rezone the property from the Residential Townhouse (R-T) Zone to the M-X-T Zone on January 4, 2018.

Planning Area: 75A

Community: Capitol Heights, MD

Aviation: N/A

MIOZ: N/A

SMA/Zoning: The 2010 Approved Subregion 4 Master Plan recommended R-T, which allows for higher density residential uses on the subject property however, the approval of CSP-16001 rezoned the property from the Residential Townhouse (R-T) Zone to the M-X-T Zone.

ADDITIONAL INFORMATION:

N/A

c: Long-range Agenda Notebook

Scott Rowe, AICP CNU-A, Supervisor Long Range Section, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Governor Oden Bowie Drive
 Upper Marlboro, Maryland 20772
 TTY: (301) 952-4366
 www.mncppc.org/pgco

Countywide Planning Division
 Environmental Planning Section

301-952-3650

December 20, 2021

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MKR*

FROM: Alexander Kirchhof, Planner I, Environmental Planning Section, CWPD *ANK*

SUBJECT: Metro City; DSP-20012 & TCP2-027-2021

The Environmental Planning Section has reviewed Detailed Site Plan DSP-20012, received on August 23, 2021. Comments were delivered to the applicant at the Subdivision, Development, Review Committee (SDRC) meeting on September 17, 2021. Revised plans were submitted in response to these comments by the applicant and logged in for review on October 29, 2021. The Environmental Planning Section recommends approval of DSP-20012 & TCP2-027-2021 subject to the conditions found at the end of this memorandum.

Background

The Environmental Planning Section previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan or Natural Resources Inventory #	Authority	Status	Action Date	Resolution Number
N/A	NRI-045-2016	Staff	Approved	6/10/2016	N/A
CSP-16001	TCP1-004-2017-01	District Council	Approved	3/12/2018	17-164
4-19044	TCP1-004-2017-01	Planning Board	Approved	4/16/2021	2021-53
DSP-20012	TCP2-027-2021	Planning Board	Pending	Pending	Pending

Proposed Activity

The current application proposes a 2-phase development project. This DSP is for phase 1 of development. This phase abuts Rollins Avenue and proposes to construct 477+/- residential unit's

total. A mixture of 72 townhomes, 230 senior units, 175 units with an assisted living facility, and a trail.

Grandfathering

The project is subject to the current regulations of Subtitle 24 and 25 that came into effect on September 1, 2010 and February 1, 2012 because there are prior approvals for the site which were approved after the effective date.

Site Description

The 39.68 -acre site consists of parcels 210, 211, and an un-numbered parcel (tax account 1998038), located between Addison Road and Rollins Avenue, just northwest of the intersection of Addison Road South and Ronald Road. Areas of wetlands exist on-site directly adjacent to the stream system. Steep and severe slopes are present on site, but there are no highly erodible soils located on-site. An area of 100-year floodplain bisects the site flowing south to north and is indicated as minimal flood hazard. According to the Prince George's County Soil Survey, the soils on-site are Collington-Wist complex, Marr-Dodon complex, and Wide Water and Issues soils. Based on available information Marlboro clays are not associated with the site. Addison Road South and Rollins Avenue are not identified as designated scenic and historic roadways. However, Addison Road is designated as an arterial road, and a master planned right of way (ROW) runs through the site from Rollins Avenue. The site is not within a Sensitive Species Project Review Area (SSPRA). According to the *Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan (May 2017)* the site is in an Evaluation Area. The stream on site, referred to as Lower Beaverdam Creek, drains to the north to an off-site stream system that drains into the Potomac. The site is located within the Established Communities Area of the Growth Policy Map, has a General Plan Generalized Future Land Use (2035) of Residential Medium-High, and is in Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map as designated by *Plan Prince George's 2035 Approved General Plan*.

Prior Approvals

The following text addresses previously approved environmental conditions applicable to the subject application. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the plan's conformance with the conditions.

Conceptual Site Plan CSP-16001 was approved by the County Council on February 26, 2018. The environmental conditions of approval found in PGCPB No. 17-164, and the District Council Order have been addressed.

Preliminary Plan of Subdivision 4-19044 was approved by the Prince George's County Planning Board on May 13, 2021. The environmental conditions of approval found in PGCPB No. 2021-53 have been addressed.

Environmental Review

Natural Resource Inventory/ Environmental Features

The application has an approved Natural Resource Inventory NRI-045-2016. The TCP2 and the DSP show all the required information correctly in conformance with the NRI. No revisions are required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-004-2017-01) was submitted with the PPS application, and a Type 2 Tree Conservation Plan (TCP2-027-2021) was submitted with this DSP-20012.

This 39.68-acre property contains 10.36 acres of floodplain and has a total of 26.24 acres of woodlands outside the floodplain. The woodland conservation threshold is 4.40 acres. The subject site proposes to clear 15.26 acres of existing woodland and 0.32 acres of wooded floodplains. The woodland conservation worksheet shows the project meeting their 8.53-acre woodland conservation requirements on-site with 10.85 acres of woodland preservation.

The TCP2 plan shows a master planned trail traversing the stream valley that bisects the property. The proposed on-site Master Planned Trail, which is required to be constructed by the applicant, is shown on the DSP and TCP2. Three impacts to Regulated Environmental Features (REF) and associated clearing and grading for the trail which are discussed further below.

Soils

The predominant soils found to occur on-site, according to the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), include Collington-Wist complex, Marr-Dodon complex, and Wide Water and Issues soils. No unsafe soils containing Marlboro clay or Christiana complexes have been identified on this site. The Department of Permits, Inspections and Enforcement (DPIE) may require a Soils report to address on-site conditions prior to the issuance of a grading and/or building permits. This information is provided for the applicant's benefit. No further action is needed as it relates to this application.

Specimen, Champion, or Historic Trees

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Environmental Technical Manual."

According to the NRI 31 specimen trees have been noted on the site.

A variance from Section 25-122(b)(1)(G) was requested for the clearing of three specimen trees

on-site with the Conceptual Site Plan (CSP-16001). Specimen trees #45, 46, and 47 were approved for removal as part of CSP-16001 with the Beaverdam Basin Sanitary Sewer System Rehabilitation project. No additional specimen trees are proposed to be removed with the subject application. No additional information regarding specimen trees is required at this time.

Preservation of Regulated Environmental Features/Primary Management Area

There are Regulated Environmental Features (REF) and Primary Management Area (PMA) located on this site. Consistent with the PPS and TCP1, six impacts to the PMA were approved with the PPS-4-19044. As shown on the DSP, there are no changes to the six impacts previously approved with the preliminary plan. Three new impacts are proposed with DSP-20012, for the construction of the trail (Impacts 7,8,9).

Proposed Primary Management Area Impacts

Impact 1: PMA, Wetland and buffer, Stream, and buffer

This impact was approved with 4-19044 for required road improvements, an entrance to the site, a drive aisle with sidewalks and 11 parking spaces, as well as approximately 19,000 square feet of the mixed-use condominium/commercial building on Parcel E, all within the PMA. The approval included approximately 3,222 square feet of wetlands, 16,554 square feet of wetland buffer, 37,344 square feet of stream and buffer, and 65,377 square feet of PMA.

Impact 2: PMA Impact for the north wing of the mixed-use condominium

This impact was approved with 4-19004 for 1,591 square feet of PMA for the underground and garage parking area on Parcel D. The approval included only 1,591 square feet of PMA for steep slopes.

Impact 3: PMA, Wetland and buffer, Stream, and buffer

This impact was approved with 4-19004 for required road upgrades on Parcel J. These upgrades are to establish the required minimum right-of-way width and appropriate corresponding upgrades. The request shows that the impacts necessary to meet this requirement are 2,217 square feet of PMA, which includes 285 square feet of wetlands, 2,261 square feet of wetland buffer, 723 square feet of stream and buffer, and associated steep slopes.

Impact 4: Bio-retention Outfall (PMA, Stream buffer)

This impact was approved with 4-19004 for the installation of a bio-retention outfall, infiltration berm and associated grading on Parcels A and G. The approval is for 1,287 square feet of PMA, which includes 1,240 square feet of stream buffer and associated steep slopes.

Impact 5: Sanitary Sewer Connection (PMA, Stream buffer)

This impact was approved with 4-19004 for the sanitary sewer connection crossing Parcel K. The approval identifies 6,523 square feet of PMA, which includes 185 square feet of impact to Waters of the US and 2,907 square feet of stream buffer, floodplain and associated steep slopes.

Impact 6: Bio-retention and Associated Outfalls (PMA, Stream buffer, Wetland buffer)

This impact was approved with 4-19004 for the installation of bio-retention, two outfalls and associated grading on Parcels C and L. The approval identifies an area of 5,710 square feet of PMA,

which includes 4,985 square feet of stream buffer, and 46 square feet of wetland buffer and associated steep slopes.

Impact 7: Construction of Hiker/Biker Masterplan Trail (PMA, Stream buffer, Wetland buffer)

This DSP proposes a new impact to PMA and associated buffers on Parcel K, for the construction of the Master Plan Trail. Impact 7 will permanently impact an area of 11,452 square feet of PMA, consisting of 6,143 square feet of stream buffer and associated steep slopes. This disturbance is part of the required Master Plan Trail system and has been minimized to the extent practicable. The trail is to be constructed as part of phase one.

Impact 8: Construction of Hiker/Biker Masterplan Trail (PMA, Stream buffer, Wetland buffer)

This DSP proposes a new impact to PMA and associated buffers on Parcel K, for the construction of the Master Plan Trail are proposed as part of this DSP. Impact 8 will permanently impact an area of 6,143 square feet of PMA, consisting of 6,076 square feet of stream buffer and associated steep slopes. This disturbance is part of the required Master Plan Trail system and has been minimized to the extent practicable. The trail is to be constructed as part of phase one.

Impact 9: Construction of Hiker/Biker Masterplan Trail (PMA, Stream buffer, Wetland buffer)

This DSP proposes a new impact to PMA and associated buffers on Parcel K, for the construction of the Master Plan Trail are proposed as part of this DSP. Impact 9 will permanently impact an area of 4,222 square feet of PMA, consisting of 2,744 square feet of stream buffer and associated steep slopes. This disturbance is part of the required Master Plan Trail system and has been minimized to the extent practical. The trail is to be constructed as part of phase one.

Stormwater Management

A Stormwater Management Concept Approval Letter (#48903-2016-00) and associated plan were submitted with the application for this site. The approval was issued from the Prince George County Department of Permitting, Inspections and Enforcement (DPIE) on November 15, 2017, and is valid until November 15, 2023. The approved plan proposes conditions for phases one and two.

No further action regarding stormwater management is required with this Detailed Site Plan review.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of DSP-20012 and TCP2-027-2021 subject to the following recommended findings and conditions.

Recommended Findings:

1. No new specimen trees are requested for removal with DSP-20012. Specimen trees 45, 46, and 47 were approved from removal as part of CSP-16001.
2. Based on the level of design information submitted with this application, the regulated environmental features (REF) on the subject property have been preserved and/or restored

to the fullest extent possible. The three impacts to REF approved with this DSP are for the Master Plan Trail. Impact 7 is 11,452 square feet, Impact 8 is 6,143 square feet, and Impact 9 is 4,222 square feet for a total of 21,817 square feet.

Recommended Conditions:

1. Prior to certification of the SDP, the TCP2 shall be revised as follows:
 - a. The woodland retained assumed cleared symbology in the legend on the TCP2 coversheet shall be corrected to match the standard found in the Environmental Technical Manual. The permanent tree protection fence shall be shown on the plan.
 - b. The woodland conservation worksheet features negative values and identifies a shortage of woodland conservation in Phase 2. The worksheet shall be revised to properly address the shortage.

If you have any questions concerning these comments, please contact me by email at Alexander.Kirchhof@ppd.mncppc.org.



Angela D. Alsobrooks
County Executive

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Department of Permitting, Inspections and Enforcement
Site/Road Plan Review Division



MEMORANDUM

October 7, 2021

TO: Henry Zhang, Urban Design Section
Development Review Division, M-NCPPC

FROM: Mary C. Giles, P.E., Associate Director *Mary Giles*
Site/Road Plan Review Division, DPIE

Re: Metro City
Detailed Site Plan, DSP-20012

CR: Rollins Avenue (County)
CR: Addison Road (County)

This is in response to the Detailed Site Plan, DSP-20012 referral. The Department of Permitting, Inspections and Enforcement (DPIE) offers the following revised comments:

- The referenced property consists of 39.68 acres and is located at 1100 Rollins Avenue, Capital Heights, approximately 4,000 feet southwest from the intersection of Central Avenue and Addison Road. Rollins Avenue and Addison Road are County maintained roadways.
- The Applicant is proposing Phase I, a mixed-use project consisting of 72 townhouses, 230 dwelling units for (55 +) seniors and a 175-bed assisted living facility.
- The access roads to the site from both Rollins Road and Addison Road South are to be privately maintained.
- The approved Stormwater Management Concept No. 48903-2016 is consistent with the Detailed Site Plan, DSP-20012. However, Concept 48903-2016 should be revised to indicate that the access roads to the site from both Rollins Road and Addison Road South are to be privately maintained.
- This memorandum incorporates the Site Development Plan Review pertaining to Stormwater Management (County Code 32-182(b)). The following comments are provided pertaining to this approval phase:

- a) Final site layout, exact impervious area locations are shown on plans.
- b) Exact acreage of impervious areas has not been provided.
- c) Proposed grading is shown on plans.
- d) Stormwater volume computations have not been provided.
- e) Erosion/sediment control plans that contain the construction sequence, and any phasing necessary to limit earth.
- f) Disturbances and impacts to natural resources, and an overlay plan showing the types and locations of ESD devices and erosion and sediment control practices are not included in the submittal.
- g) A narrative in accordance with the code has not been provided.
- h) Applicant shall provide items (a-g) at the time of filing final site permits.

DPIE Traffic Comments:

- The subject site will be required to dedicate right of way for the master plan road frontages and construct appropriate frontage improvement (pavement, sidewalk, bus stop, utility relocation, etc.) during grading permit stage. It is possible that a fee in lieu of frontage improvements along Addison Road will be required. The applicant should coordinate this with DPIE prior to filing a grading permit.
- The internal road/entrance is shown as a private road in the detailed site plan (this is different from the concept plan), which will require a revision of concept.
- The first few lots are too close to the entrance. This is a safety concern for future residents.
- The entrance needs to be 36 ft wide at the entrance to provide two outbound lanes to accommodate the morning peak hour queue. With the right of way being 60 ft, it is possible to achieve.
- The cul-de-sac at the end of private road needs to be constructed as per County Department of Public Works and Transportation (DPW&T) Standard so that larger trucks can maneuver.

- The applicant needs to provide an intersection sight distance analysis for the site entrance along Rollins Avenue before a grading permit.
- All alleys and private roads need to meet fire code width requirement

We had made some comments during the Preliminary Plan review stages, which may or may not be applicable for this phase.

- We concur with the developer condition to conduct a traffic signal warrant study and install traffic signal if deemed necessary at both the north and south site accesses on Addison Road.
- We concur with the developer condition to construct half section of Addison Road and Rollins Avenue along the site frontage based upon the master plan road designations. The developer should co-ordinate with DPIE at the time of permitting on the requirement of the improvement. If a fee-in-lieu is approved instead of ultimate frontage improvements, the access and roadway will be reviewed based on the existing condition. It is possible that a fee in lieu of frontage improvements along Addison Road will be preferred. The applicant should coordinate this with DPIE prior to filing a grading permit.
- DPIE performed an internal queueing analysis at the existing signalized intersection of Addison Road and Walker Mill Road and found queues on southbound (SB) left turn lane of Addison Road extending past the existing left turn bay. As such the developer should be conditioned to extend the SB left lane to accommodate the queue length determined by an operational analysis.
- DPIE performed an internal queueing analysis at the existing signalized intersection of Rollins Avenue and Walker Mill Road and found queues on southbound (SB) left turn lane Rollins Avenue extending past the existing left turn bay. As such the developer should be conditioned to extend the SB left lane to accommodate the queue length determined by an operational analysis. The improvements can be done without widening but by adjusting the pavement marking.
- In Exhibits 8b of the Traffic Impact Analysis (TIA) Report, it is stated that trips originating from Rollins Avenue can use Brighton Place to access Addison Road. However, Brighton Place is not shown. New site trips cannot be diverted to a private street. As such the developer shall revise the TIA adjusting the trip distribution for retail.

Henry Zhang
October 7, 2021
Page 4

- The developer shall revise the TIA to include the traffic volume from the Quincy Commons or Addison Overlook (4-06098) as a background development.
 - The result of the traffic impact analysis showed high northbound (NB) left turning movements at the intersection of Addison Road and proposed site access north. As such, the developer should be conditioned to provide left turn bays or bypass lane for this movement prior to the issuance of building permit.
 - The developer should be conditioned to change the site access south on Addison Road to Right-in and Right-out with a pork chop island. The developer shall also revise the TIA adjusting the trip distribution due to this change.
 - PG Atlas has a roadway (P-403) running through the subject property, forms a skewed (angled) T-intersection with Rollins Avenue east of the subject property; and a 90-degree bend north of the property. It appears that the applicant does not intend to construct this roadway as is not shown on the applicants Site and SWM concept plans. We believe the configuration of the roadway as well as both intersections along P-403 through the subject property are unsafe and mat cause the operating agency challenges to maintain when constructed. As such, we humbly request for P-403 to be eliminated as part of the referral conditions for this applicant.
- DPIE has no objection on to the proposed Detailed Site Plan.

If you have any questions or need additional information, please contact Mr. Steve Snyder, P.E., the District Engineer for the area, at 301.883.5740.

MCG:SGS


cc: Rene Lord-Attivor, Chief, Traffic Engineering, S/RPRD, DPIE
Steve Snyder, P.E., District Engineering, S/RPRD, DPIE
Capital Development Design, Inc., 4600 Powder Mill Road, Suite 200, Beltsville, MD
20705
Andy Interdonato, Metro City, LLC, 10701 Lady Slipper, Rockville, MD 20852

Countywide Planning Division
Transportation Planning Section

December 13, 2021

MEMORANDUM

TO: Henry Zhang, Urban Design Review Section, Development Review Division

FROM:  Noelle Smith, Transportation Planning Section, Countywide Planning Division

: 



Tom Masog, Master Planner, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-20012, Metro City

Proposal:

The subject application proposes the construction of 72 townhomes, 230 senior housing units and 175 assisted living units. This application is Phase 1 of a larger development. The subject site is bounded by Rollins Avenue to the east and Addison Road to the west and is zoned in the Mixed-use-Transportation Oriented (M-X-T) zoning district, within the Addison Road Metro Town Center and Vicinity Sector Map Amendment Development District Overlay Zone (DDOZ).

Prior Conditions of Approval:

The property is subject to the following prior approvals:

CSP- 16001

2. At the time of detailed site plan and preliminary plan of subdivision as indicated, the applicant shall:
 - a. Provide eight-foot-wide sidewalks along the subject site's entire frontages of both Addison Road and Rollins Avenue, unless modified by DPW&T.
 - b. Provide bike parking at the entrance area to the multifamily buildings, including assistant living facility and commercial/retail spaces.
 - c. Provide standard sidewalks along both sides of all internal roads, excluding private alleys, to the extent practical.

Comment: All relevant conditions have been fulfilled and improvements shall be constructed in general conformance to the Detailed Site Plan. Frontage improvements along Addison Road are not included in this application but will be provided and reviewed with subsequent phases.

4-19044

16. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following pedestrian and bicycle facilities and shall show the following facilities on the detailed site plan:
 - a. Eight-foot-wide sidewalks along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - b. Eight-foot-wide sidewalks along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - c. Bicycle lane along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - d. Bicycle lane along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - e. Minimum 6-foot-wide sidewalks on both sides of all internal streets, public or private, excluding alleys.
 - f. Perpendicular or parallel ADA-accessible curb ramps at all intersections.
 - g. Continental style crosswalks crossing the drive aisle at all vehicle access points.
 - h. Outdoor bicycle parking at the multifamily buildings, assistant living facility, commercial/retail spaces, and Parcel A directly north of townhouse lots 62-67.

Comment: All relevant conditions with Phase 1 of the development have been met and shall be constructed in general conformance to the Detailed Site Plan. Staff recommends one additional crosswalk to be provided crossing the parking garage driveway to the senior living building at the cul-de-sac of Metro City Street.

19. In accordance with the 2009 *Master Plan of Transportation* the applicant and the applicant heirs, successors and/or assignees shall construct the Cabin Branch Trail, as follows:
 - a. The western portion of the Cabin Branch Trail, from the sidewalk connection within the townhouse development up to the rear of Lot 68, shall be constructed during the development of Phase 1. This will include the trail connection up to the southwest property line and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/Biker Trail Part 1.

- b. The remaining eastern portion of the Cabin Branch Trail, including the stream crossing, shall be constructed during Phase 2 of the development, and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/Biker Trail Part 2.
21. The detailed site plan shall reflect the location and design of the Cabin Branch Trail, and its connections to the development phases, in accordance with the Prince George's County Parks and Recreation Facilities Guidelines and establish appropriate triggers for construction.

Comment: A detailed exhibit has been provided to include the limits, and widths of the Cabin Branch Trail for phases 1 and 2. Staff recommends that the details of the limits, widths, and easements of the Cabin Branch Trail be included as part of the detailed site plan.

Master Plan Compliance

This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT). The MPOT recommends a bicycle lane along the property frontage of Rollins Avenue, in addition to the Cabin Branch Trail that runs through the subject site.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.

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

The Transportation Recommendations Section of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* makes the following recommendations:

1. Identify priority sidewalk corridors to parks, schools, Metro stations, and other activity centers where sidewalk construction is necessary to meet existing pedestrian needs. (p.233)
2. Provide sidewalks, neighborhood trail connections, and bicycle-friendly roadways to accommodate nonmotorized transportation (bicycling and walking) as the preferred mode for some short trips, particularly to transit stops and stations, schools, and within neighborhoods and centers (p.233)
3. Improve bicycle facilities around Metro stations in Subregion 4. Facilities needed include bicycle racks, lockers, and striping for designated bike lanes. (p.233)

As a property within the M-X-T zone, the Planning Board is required to make additional findings to approve a Detailed Site Plan. These include Sec. 27-546(d)(7):

The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development.

Comment: The submitted plans include a comprehensive and convenient pedestrian network. Six-to-seven-foot sidewalk is provided throughout the site. Staff recommend additional crosswalks be provided to create a continuous pedestrian connection.

Section 27-274(a) provides the following guidelines for detailed site plans:

- (2) Parking, loading, and circulation
 - (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:
 - (ix) Pedestrian and vehicular routes should generally be separate and clearly marked.
 - (x) Crosswalks for pedestrians that span vehicular lanes should be identified using signs, stripes on the pavement, change of paving material, or similar techniques
 - (xi) Barrier-free pathways to accommodate the handicapped should be provided
- (6) Site and streetscape amenities
 - (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:
 - (i) The design of light fixtures, benches, trash receptacles, bicycle racks, and other street furniture should be coordinated to enhance the visual unity of site.

Comment: Sidewalks and crosswalks support convenient and efficient pedestrian circulation and include streetscape amenities such as benches, bicycle parking and lighting throughout the site.

As a property within the DDOZ zone, Section 27-584 describes the purpose regarding transportation related components as the following:

- (8) To encourage pedestrian activity.

The Public Area Sections of the 2000 *Addison Road Metro Town Center and Vicinity Sector Map Amendment* details the following design standards (pg. 195):

- (E) Sidewalks within the residential areas of the town center shall be constructed of concrete or brick paving, be a minimum of five feet in width, and should provide a six-foot-wide grass strip for the planting of shade trees.
- (F) Crosswalks shall be provided at all intersections. Crosswalks at primary intersections shall be constructed of interlocking concrete pavers. Crosswalks at secondary intersections shall have striped markings in the pavement. Crosswalks materials for primary intersections shall be consistent through the town center.

(H) All sidewalks shall have accessible ramps and comply with Americans with Disabilities Act (ADA) regulations.

(K) Connections to the trail network shall be provided from the sidewalk system throughout the town center.

(L) Internal sidewalks shall be well-defined, separated from vehicular travel ways and shall connect to the external sidewalk system.

Comment: The facilities and circulation included in the detailed site plan generally comply with the design standards included in the DDOZ. However, staff recommend a six-foot-wide planting strip adjacent to sidewalks throughout the site.

Transportation Planning Review:

The detailed site plan includes an eight-foot-wide sidewalk and a five-foot-wide bicycle lane along the property's frontage along Rollins Avenue. The site plan also includes a comprehensive sidewalk network that varies between six and seven feet in width throughout the site. The Cabin Branch Trail is shown as the eight-foot-wide asphalt trail along the southern portion of Phase 1 of development that connects directly to pedestrian facilities internal to the site and to frontage improvements along Rollins Avenue. Signage along the proposed trail is provided with destination signs to the nearby metro to guide users along the trail. Additionally, four bicycle racks, accommodating eight bicycles has been provided at each designated area and building, crosswalks, lighting, and benches are provided throughout the site to accommodate bicycle and pedestrian activity. Staff find that the proposed and detailed pedestrian and bicycle facilities and amenities support the MPOT, area sector plan and DDOZ recommendations and policies and are acceptable pursuant to Sections 27-274 and 27-546.

Conclusion

Based on the findings presented above, staff conclude that the pedestrian and bicycle access and circulation for this plan is acceptable, consistent with the site design guidelines pursuant to Section 27-274, and 27-546 and meets the findings for pedestrian and bicycle transportation purposes, if the following conditions are met:

1. Prior to certification of the detailed site plan, the applicant, or the applicant's heirs, successors, and/or assigns shall revise the plans to provide:
 - a. An additional crosswalk crossing the parking garage access driveway to the senior living building at the cul-de-sac of Metro City Street.
 - b. A six-foot-wide grass planting strip along all internal sidewalks.
 - c. Details of the limits, widths, and easements of the Cabin Branch Trail as part of the detailed site plan.
2. In accordance with the master plan, area sector plan and DDOZ, the applicant, or the applicant's heirs, successors, and/or assigns shall construct Phase 1 of the Cabin Branch Trail, in general conformance to the detailed site plan.




Countywide Planning Division
Transportation Planning Section


14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TTY: (301) 952-4366
www.mncppc.org/pgco
301-952-3680


December 20, 2021

MEMORANDUM

TO: Henry Zhang, Urban Design Review Section, Development Review Division

FROM:  Glen Burton, Transportation Planning Section, Countywide Planning Division

VIA:  William Capers III., PTP, Supervisor, Transportation Planning Section,
Countywide Planning Division

VIA :  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-20012: Metro City (Phase 1)

Proposal:

This memorandum represents a mixed-use development consisting of:

- 72 Townhouses
- 240 Senior Adult Housing
- 195-bed Assisted Living Facility

Prior Conditions of Approval:

- March 12, 2018: Prince George's County District Council approved CSP-16001. This approval also approved the request for rezoning from R-T to M-X-T Zone. The CSP was approved with the following condition that is deemed relevant to this pending application:
 5. *Prior to issuance of building permits with the subject property, the following road improvements shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency's access permit process.*
 - A *MD 214 and Addison Road: The applicant has identified two options that mitigate the site's impact and result in a CLV of less than 1,600.*

Option 1 involves the construction of an eastbound right-turn lane on MD 214 at Addison Road.

Option 2 involves the construction of a westbound double-left-turn lane on MD 214 at Addison Road.

This improvement, regardless of option chosen, shall be phased with the development, and the appropriate phasing shall be determined at the time of preliminary plan review. Because the improvement office two options, and the selected option should be clarified further at the time of preliminary plan review. It is advised that the "Transportation Review Guidelines" require further feasibility analysis, and this must be provided at the time of the preliminary plan review.

Staff response: An analysis was done at the time of preliminary plan of subdivision for the subject property. The analysis showed that the intersection will operate at adequate levels of service. Consequently, this condition is no longer relevant.

6. *A revised traffic study shall be required and submitted with the acceptance of the preliminary plan of subdivision, covering the same scope utilized for this plan. The study shall utilize current counters per the "Transportation Review Guidelines," and shall appropriately the Maryland Department of Transportation and the Prince George's County Department of Public Works and Transportation comments on the current study. Additionally, the study shall provide a feasibility analysis for the options recommended for improving the MD 214/Addison Road intersection, to assist in a determination of the most appropriate improvement.*

Staff response: An analysis was done at the time of preliminary plan of subdivision for the subject property. The analysis showed that the intersection will operate at adequate levels of service. Consequently, this condition is no longer relevant.

- Pursuant to PGCPB No. 2021-53, the property is subject to a Preliminary Plan of Subdivision (PPS 4-19044) approved on April 22, 2021. The development was approved with multiple conditions, including the following pertaining to transportation (Phase I):
 5. *Total development within the development areas accessing Rollins Avenue (Lots 1 through 72, plus development parcels G, H, and I) shall have a trip cap of 118 AM and 147 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new PPS, with a new determination of the adequacy of transportation facilities.*

Staff response: The proposed development (for Phase 1) is consistent with the proposal set forth in the approved PPS. Consequently, the traffic generation for this application will remain at 118 AM and 147 PM peak hour trips.

Master Plan Compliance:

The subject property is located in an area where the development policies are governed by the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity*. The subject property is also governed by the *Approved Countywide Master Plan of Transportation (MPOT)*, November 2009. This phase of the development fronts on Rollins Avenue, a master planned (P-403) primary residential street, within 60 feet of right-of-way. A minimum of 30 feet from centerline is being dedicated, hence no additional right-of-way is required. The sector plan emphasizes the importance of adequate sidewalks and connecting streets to provide for adequate internal circulation. A series of connecting private streets to Metro City Drive, the main access to this phase 1 development, ensures appropriate vehicular circulation.

Analysis of Parking (M-X-T Zone):

As per the requirements for M-X-T-Zoned properties, the applicant provided a parking analysis to support the application. The analysis evaluated a 24-hour parking demand based on the various land uses being proposed. The analysis concluded that the peak demand for parking will require 390 spaces to be provided, while 566 spaces are actually being provided by the applicant. Staff is satisfied with the total number of spaces being provided.

Staff Review and Comments:

Regarding site layout, staff finds the overall proposal to be acceptable from the standpoint of vehicular access and internal circulation.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section determines that the plan conforms to the required findings for approval of the detailed site plan from the standpoint of transportation.

1 - 1 - WSSC Plan Review Comments

Created by :Mary Mapes
On :Friday, September 10, 2021 14:36:31

WSSC Plan Review Comments
DSP-20012 - Metro City

----- 0 Replies -----

2 - 2 - WSSC Standard Comments for All Plans

Created by :Mary Mapes
On :Friday, September 10, 2021 14:37:08

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSC pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

----- 0 Replies -----

3 - Ex. water and sewer

Status as of Tuesday, September 21, 2021 14:51:59

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 14:51:59
Type :Action
State :For Discussion

Ex. and proposed water and sewer should be shown on plan with size, materials and contract numbers.

----- 0 Replies -----

4 - Easements

Status as of Tuesday, September 21, 2021 15:43:30

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 15:43:30
Type :Action
State :For Discussion

Show and label easement limits on plan for all existing and proposed water mains.

----- 0 Replies -----

5 - Ex. water mains

Status as of Tuesday, September 21, 2021 15:55:53

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 15:55:53
Type :Action
State :For Discussion

There is a 10 and 12- inch diameter water main (asphaltic ductile iron) located in Rollins Ave and 8-inch water main in Addison Road (Cast Iron) near this property. Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.

----- 0 Replies -----

6 - Separation distance from building

Status as of Tuesday, September 21, 2021 15:58:37

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 15:58:37
Type :Action
State :For Discussion

Water/sewer pipelines 12-inch and smaller must have the greater of: a minimum of 15 feet horizontal separation from any building or dwelling or a 1:1 slope from the bottom of the foundation of the existing or proposed building to the bottom edge of the pipeline trench.

----- 0 Replies -----

7 - Condominiums

Status as of Tuesday, September 21, 2021 16:07:14

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 16:07:14
Type :Action
State :For Discussion

Condominiums or Cooperative Ownership Properties -that abut a public water main, are constructed as "row style" townhomes (one-unit bottom to top) and utilize a 13D or 13R type fire sprinkler system may be served with individual WSSC Water Service Connection outfitted with and outside meter or curb valve. See WSSC 2019 Plumbing & Fuel Gas Code 111.2.1.8

Condominiums or Cooperative Ownership Properties -that abut a public water main, are constructed as "row style" townhomes (one-unit bottom to top) and utilize a 13D or 13R type fire sprinkler system may be served with individual WSSC Water Service Connection outfitted with and outside meter or curb valve. See WSSC 2019 Plumbing & Fuel Gas Code 111.2.1.8

----- 0 Replies -----

8 - Metering Multi unit buildings/mixed used buildings

Status as of Tuesday, September 21, 2021 16:18:13

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 16:18:13
Type :Action
State :For Discussion

METERING - Multi-Unit Buildings

In accordance with State law, the Commission shall require individual metering of residential units within a multi-unit condominium or cooperative ownership property located in Prince George's County. For all other multi-unit properties, WSSC shall allow either "Master Metering" or individual unit metering. Where individual metering is optioned, design and installation shall meet the provisions set forth in Sections 111.5.8.2 and 111.5.8.3 Where required solely by the owner, unit (private) water meters shall be furnished, installed, and maintained by the property owner. WSSC 2019 Plumbing & Fuel Gas Code 111.5.8

METERING - Mixed-Use Buildings.

Where both residential and commercial units in the same building are served by single water service connection or multiple service connections forming into a single system on property, a minimum of two meters shall be installed, as set forth below, to allow for the separate registering or computations of residential unit and commercial unit water consumptions at the building. For mixed-use properties located in Prince George's County, each residential unit must be metered

separately. See 2019 Plumbing & Fuel Gas Code 111.5.8.1

----- 0 Replies -----

9 - Water connection size

Status as of Tuesday, September 21, 2021 16:21:16

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 16:21:16
Type :Action
State :For Discussion

The WSSC 2019 Plumbing & Fuel Gas Code has been adopted and is effective March 1, 2019. The minimum size new water service connection for Group R-3 occupancies shall be 1.5 inches. Water service connections that are already buried may be utilized provided they are deemed adequate to serve the greater demand of either the total proposed fixture load or the fire sprinkler

system. See WSSC 2019 WSSC Plumbing & Fuel Gas Code 111.1.1.1

----- 0 Replies -----

10 - Meter locations

Status as of Tuesday, September 21, 2021 16:48:47

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 16:48:47
Type :Action
State :For Discussion

OUTSIDE METERS - 3-inch and larger meter settings shall be furnished and installed by the utility contractor in an outside meter vault. Show and label vault and required WSSC easement. WSSC prefers an outside meter in a vault, however and indoor meter may be allowed under certain conditions. See WSSC 2019 Plumbing & Fuel Gas Code 111.5.7 & 603.4.1

----- 0 Replies -----

11 - Covenant requirement

Status as of Tuesday, September 21, 2021 16:50:19

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 16:50:19
Type :Action
State :For Discussion

A single water/sewer service connection for two or more buildings in a single lot/parcel requires a covenant. Should the property be subdivided or sold in the future, individual water/sewer connections for each building will be required.

----- 0 Replies -----

12 - Easement condition

Status as of Tuesday, September 21, 2021 16:51:17

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 16:51:17
Type :Action
State :For Discussion

WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold Harmless Agreement between WSSC and the developer.

WSSCs minimum easement width for a normal (14-inch diameter or less) pipeline (water or sewer at normal depth) is 20-feet. When both water and sewer (normal diameter and depth) are installed in the same easement, the minimum width is 30-feet. Installation of deep or large water/sewer will require additional easement width.

----- 0 Replies -----

13 - M-NCPPC forested property

Status as of Tuesday, September 21, 2021 16:55:03

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 16:55:03
Type :Action
State :For Discussion

Design of proposed [water and/or gravity sewer] main(s) through M-NCPPC forested property must minimize construction clearing impact and maximize tree preservation. Design must meet objectives of both M-NCPPC and WSSC. For 8-inch size mains: construction requires a minimum 40-foot easement/permit and additional 15-foot construction strip. For larger and/or deeper pipeline, additional easement/permit widths will be required depending on size and depth.

----- 0 Replies -----

14 - Environmental Impacts

Status as of Tuesday, September 21, 2021 16:58:44

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 16:58:44
Type :Action
State :For Discussion

The proposed sewer outfall impacts stream buffers, 100 year flood plain, steep slopes and possibly large trees. Main alignment may need adjustment in the design stage of the WSSC Development Services System Integrity review process. See WSSC 2017 Pipeline Design Manual Part Three, Section 23

----- 0 Replies -----

15 - Stream Crossings

Status as of Tuesday, September 21, 2021 17:07:03

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 17:07:03
Type :Action
State :For Discussion

Pipeline stream crossing. Follow general guidelines for stream crossing cases presented in WSSC 2017 Pipeline Design Manual Part Three, Section 9

----- 0 Replies -----

16 - Excavation Support system plan

Status as of Tuesday, September 21, 2021 17:08:24

Type: Action

State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 17:08:24
Type :Action
State :For Discussion

Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of Design Plan Submission. If, however, the excavation support work will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.

----- 0 Replies -----

17 - Approved HPA

Status as of Tuesday, September 21, 2021 17:11:20

Type: Action
State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 17:11:20
Type :Action
State :For Discussion

A proposed site development project was previously submitted to WSSC (DA6426Z18) and is a conceptually approved project. Contact Mahbub Pramanik at (301) 206-8513 or Mahbub.Pramanik@wsscwater.com for information.

See the attached Letter of Findings for existing WSSC project

----- 0 Replies -----

18 - Water extension

Status as of Tuesday, September 21, 2021 17:28:57
Type: Action
State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 17:28:57
Type :Action
State :For Discussion

A 680 -foot long non-CIP sized water main extending to the property line will be required, connecting to the existing water main located in Rollins Avenue, contract no.1976-2575A and 1998-2214A. Additional public mains will be required within the site.

----- 0 Replies -----

19 - Sewer extension

Status as of Tuesday, September 21, 2021 17:35:45
Type: Action
State: For Discussion

Created by :Mahbub Pramanik
On :Tuesday, September 21, 2021 17:35:45
Type :Action
State :For Discussion

A 300-foot long non-CIP sized sewer, will be required, connecting to the existing sewer main traverse the property, contract no. 2012-5335B. Additional public mains will be required within the site.

----- 0 Replies -----



Division of Environmental Health/Disease Control

Date: August 30, 2021

To: Henry Zhang, Urban Design, M-NCPPC

From:  Adebola Adepoju, Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-20012, Metro City

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the conceptual site plan submission for the Metro City property in Capital Heights and has the following comments / recommendations:

1. This property is located in an area of the county considered a “food desert” by the US Department of Agriculture, where affordable and healthy food is difficult to obtain. Health Department permit records indicate there are no carry-out/convenience store food facilities or markets/grocery stores within a ½ mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes. The applicant should designate space within the Phase 2 commercial/ retail space for a food facility that provides healthy food options such as fresh fruits and vegetables.
2. The applicant should submit all applications for plan review and for the proposed dining food facility permit to the Department of Permits Inspection and Enforcement (DPIE) office located at 9400 Peppercorn Place in Largo, Maryland 20774 or call (301) 636-2000 for the proposed assisted living facility's dining room area.



Angela Aboobrook
County Executive

Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health



Division of Environmental Health/Disease Control

3. The applicant should submit an application for the assisted living facility to the Maryland Department of Health's Office of Health Care Quality located at 7120 Samuel Morse Drive in Columbia, Maryland 21046 or call 1-877-402-8218.
4. The detailed site plan should include open spaces and "pet friendly" amenities for pets and their owners. Designated park areas may consist of the appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations in the designated outdoor play/ picnic areas.
5. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
6. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.



Environmental Engineering/Policy Program
Largo Government Center
9201 Basil Court, Suite 318, Largo, MD 20774
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711
www.princegeorgescountymd.gov/health

From: [Reilly, James V](#)
To: [Zhang, Henry](#)
Cc: [PGCReferrals](#); [Reilly, James V](#)
Subject: FW: 2nd ACCEPTANCE REFERRAL: DSP-20012 METRO CITY
Date: Wednesday, December 15, 2021 4:25:06 PM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image010.jpg](#)
[SUMMARY DSP-20012.pdf](#)
Importance: High

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good Afternoon Henry,

I see this referral was due back to you on Monday, so if it is too late to include these comments I understand.

The Office of the Fire Marshal has reviewed the referral for DSP-20012 and we have the following comments:

1. Please show fire hydrant locations and demonstrate that:
 - a. A fire hydrant will be provided within 500' of the most remote exterior point on all buildings.
 - b. A fire hydrant will be provided within 200' of any Fire Department Connection (FDC)
2. Please show the location of all FDC's
3. All egress discharge from the multi-family buildings must provide a walkable all weather surface.
4. Please provide the measurement of the vertical clearance under any driveway canopy.
5. Please show any grills proposed for the multi-family buildings as 30' of clearance is required from every part of the buildings.

Thanks. Jim

James V. Reilly
Contract Project Coordinator III



Office of the Fire Marshal
Division of Fire Prevention and Life Safety
Prince George's County Fire and EMS Department
6820 Webster Street, Landover Hills, MD 20784
Office: 301-583-1830
Direct: 301-583-1838
Cell: 240-508-4931

Case No.: CSP-16001

Applicant: Metro City, LLC

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND,
SITTING AS THE DISTRICT COUNCIL

ORDER OF APPROVAL WITH CONDITIONS

IT IS HEREBY ORDERED, after review of the administrative record, that the application to expand the boundary of the approved Addison Road Metro Town Center D-D-O Zone to include the subject property, and to rezone the property from the R-T (Residential Townhouse) Zone to the M-X-T (Mixed Use-Transportation Oriented) Zone, and proposal to develop the subject 39.68 acres of land into a mixed-use development, including approximately 151,365 square feet of commercial/retail space and a total of 1,043 residential dwelling units, for property which has frontage on Addison Road (Pod 1) to the east and Rollins Avenue (Pod 2) to the west, within Councilmanic 7, be and the same are hereby conditionally APPROVED.

As the basis for this final decision, and as expressly authorized by Title 22 and Title 25 of the Land Use Article and the Prince George's County, Maryland, being also Subtitle 27 of the Prince George's County Code, the District Council hereby adopt, except as otherwise stated herein, the findings and conclusions of the Planning Board in PGCPB No. 17-164.

A. The request to expand the boundary of the approved Addison Road Metro Town Center Development District Overlay (D-D-O) Zone to include the subject property is hereby APPROVED.

B. The request to rezone the property from the R-T Zone to the M-X-T Zone is hereby APPROVED.

C. Type 1 Tree Conservation Plan TCP-004-2017 including a Specimen Tree Variance are hereby APPROVED.

1. Prior to certification of Conceptual Site Plan CSP-16001, the following information and revisions shall be provided:
 - a. Add the D-D-O Zone to the proposed zoning for the property.
 - b. Provide a note indicating the layout shown on the plan “for illustrative purposes.”
 - c. The Type I tree conservation plan (TCP1) shall be revised as follows:
 - (1) Add “TCP1-004-2017” to the title and to the approval block on sheet 1.
 - (2) Revise General Note #17 to correct the spelling of “cemeteries.”
 - (3) Revise General Note #21 to state “General Plan: Plan Prince George’s 2035, Environmental Strategy Area One.”
 - (4) Revise the limit of disturbance (LOD) to be located a minimum of 10 feet from all buildings and retaining walls.
 - (5) Revise all woodland conservation areas to be 10 feet from all retaining walls and townhouse lot lines, and 20 feet from all commercial and multifamily buildings.
 - (6) Provide the unit/lot numbers for the townhouses on Sheet 4 of 5.
 - (7) Provide the break line between the match line sheet 3 of 5 and match line sheet 2 of 5 on sheet 4 of 5.
 - (8) Correct the title of the “Standard Type 1 Tree Conservation Plan Notes” on Sheet 5.

- (9) Revise Standard Type 1 TCP Plan Note #6 to state that the property is within "Plan Prince George's 2035, Environmental Strategy Area One."
 - (10) Revise Standard Type 1 TCP Plan Note #7. Rollins Avenue is *not* classified as scenic or historic.
 - (11) Correct the spelling of "permanent" in the Signage Notes on Sheet 5, Note #8.
 - (12) Correct the spelling of "pruning" in the Legend on Sheets 2, 3, and 4.
 - (13) Provide an Owners Awareness Certification on the plan.
 - (14) Provide a symbol in the legend for the sanitary sewer.
 - (15) Have the revised plan signed and dated by the qualified professional preparing the plan.
2. At the time of detailed site plan and preliminary plan of subdivision as indicated, the applicant shall:
- a. Provide eight-foot-wide sidewalks along the subject site's entire frontages of both Addison Road and Rollins Avenue, unless modified by DPW&T.
 - b. Provide bike parking at the entrance area to the multifamily buildings, including assistant living facility and commercial/retail spaces.
 - c. Provide standard sidewalks along both sides of all internal roads, excluding private alleys, to the extent practical.
 - d. Address compatibility issue between the proposed townhouses and multistory multifamily apartment buildings in the eastern development pod by providing sufficient setbacks; and between the proposed multistory assistant living building with the existing townhouse community by providing vertical division of the elevations that will be visible

from the townhouse community to avoid horizontal expanse of the institutional building. This shall also be addressed with the PPS.

- e. Provide the follow site plan notes:

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”

3. Prior to acceptance of the preliminary plan of subdivision, Phase I (Identification) archeological investigations, according to the Planning Board’s *Guidelines for Archeological Review* (May 2005), shall be submitted for the above-referenced property to determine if any cultural resources are present. Evidence of The Maryland-National Capital Park and Planning Commission (M-NCPPC) concurrence with the final Phase I report and recommendations is required prior to approval of the preliminary plan.
4. At the time of preliminary plan of subdivision, the applicant shall provide a detailed assessment of the primary management area (PMA) impacts, including consistent tabulations and the area of steep slope disturbance within the PMA.
5. Prior to issuance of building permits with the subject property, the following road improvements shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency’s access permit process.
 - a. MD 214 and Addison Road: The applicant has identified two options that mitigate the site’s impact and result in a CLV of less than 1,600.
 - (1) Option 1 involves the construction of an eastbound right-turn lane on MD 214 at Addison Road.
 - (2) Option 2 involves the construction of a westbound double-left-turn lane on MD 214 at Addison Road.

This improvement, regardless of the option chosen, shall be phased with the development, and the appropriate phasing shall be determined at the time of preliminary plan review. Because the improvement offers two options, and the selected option should be clarified further at the time of preliminary plan review. It is advised that the "Transportation Review Guidelines" require further feasibility analysis, and this must be provided at the time of preliminary plan review.

- b. Addison Road at the north and south site access points: At a time to be determined at the time of preliminary plan of subdivision, the applicant shall submit an acceptable traffic signal warrant study to the County for signalization at each of these locations. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the County. If a signal or other traffic control improvements deemed warranted at that time, the applicant shall bond the signal with the County and install it at a time when directed by the County.
 - c. Addison Road and Walker Mill Road: Reconfiguration of the westbound approach of Walker Mill Road, to consist of one left-turn lane and one shared left/right-turn lane.
6. A revised traffic study shall be required and submitted with the acceptance of the preliminary plan of subdivision, covering the same scope utilized for this plan. The study shall utilize current counters per the "Transportation Review Guidelines," and shall appropriately address the Maryland Department of Transportation and the Prince George's County Department of Public Works and Transportation comments on the current study. Additionally, the study shall provide a feasibility analysis for the options recommended for improving the MD 214/Addison Road intersection, to assist in a determination of the most appropriate improvement.

Ordered this 12th day of March, 2018, by the following vote:

In Favor: Council Members Glaros, Lehman, Patterson, Taveras, Toles and Turner.

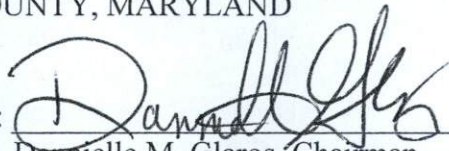
Opposed:

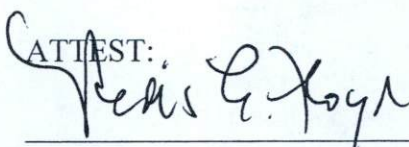
Abstained:

Absent: Council Members Davis, Franklin, and Harrison.

Vote: 6-0.

COUNTY COUNCIL OF PRINCE GEORGE'S
COUNTY, MARYLAND, SITTING AS THE
DISTRICT COUNCIL FOR THAT PART OF
THE MARYLAND-WASHINGTON
REGIONAL DISTRICT IN PRINCE GEORGE'S
COUNTY, MARYLAND

By: 
Damielle M. Glaros, Chairman

ATTEST:


Redis C. Floyd
Clerk of the Council

May 18, 2021

Neal B. Bobys
Metro City, LLC
10701 Lady Slipper
Rockville, MD 20852


Re: Notification of Planning Board Action on
Preliminary Plan of Subdivision 4-19044
Metro City

Dear Applicant:

This is to advise you that, on **May 13, 2021**, the above-referenced Preliminary Plan of Subdivision was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Article 28, Section 7-116(g), of the Maryland Annotated Code, an appeal of the Planning Board's action must be filed with the Circuit Court for Prince George's County, Maryland within 30 calendar days after the date of this final notice.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: 
Reviewer

Attachment: PGCPB Resolution No. **2021-53**

cc: Persons of Record

R E S O L U T I O N

WHEREAS, Metro City, LLC is the owner of a 39.68-acre parcel of land known as Parcels 210, 211, and 448, said property being in the 18th Election District of Prince George's County, Maryland, and being zoned Mixed Use Transportation Oriented (M-X-T) and Development District Overlay (D-D-O); and

WHEREAS, on January 26, 2021, Neal B. Bobys filed an application for approval of a Preliminary Plan of Subdivision for 72 lots and 16 parcels; and

WHEREAS, the application for approval of the aforesaid Preliminary Plan of Subdivision, also known as Preliminary Plan 4-19044 for Metro City was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on April 22, 2021, for its review and action in accordance with the Land Use Article of the Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on April 22, 2021, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board APPROVED Type 1 Tree Conservation Plan TCP1-004-2017-01, and further APPROVED Preliminary Plan of Subdivision 4-19044 for 72 lots and 16 parcels with the following conditions:

1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised to:
 - a. Express the total square feet for Parcel B, D, H, and I on the PPS, consistent with the total square feet provided in the general notes.
 - b. Correct the parcel reference on Note 23. Parcel "B" is not proposed to be dedicated to parkland.
 - c. Show the entire Cabin Branch Trail to be 8 feet in width.
 - d. Label all open space and road parcels to be conveyed to the community association.
 - e. Remove bridge structures from the PPS.

- f. Label Metro City Street as a private road parcel to be conveyed to the community association.
2. A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.
3. Development of the site shall be in conformance with the approved Stormwater Management Concept Plan (48903-2016-00) and any subsequent revisions.
4. Prior to approval of a final plat:
 - a. The final plat shall grant 10-foot-wide public utility easements along the public private rights-of-way.
 - b. The applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that a community association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision Section to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.
 - c. The final plat shall reflect right-of-way dedication a minimum of 60 feet from the centerline along the property's frontage of Addison Road South.
5. Total development within the development areas accessing Rollins Avenue (Lots 1 through 72, plus development parcels G, H, and I) shall have a trip cap of 118 AM and 147 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new PPS, with a new determination of the adequacy of transportation facilities.
6. Total development within the development areas accessing Addison Road South (development parcels D, E, and J) shall have a trip cap of 455 AM and 730 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.
7. Prior to approval of the initial detailed site plan proposing development within Parcels D, E, or J, the applicant shall submit an acceptable traffic signal warrant study to the County for signalization at Addison Road South at the north and south site access points. The applicant should utilize a new 12-hour count, and shall analyze signal warrants under total future traffic, as well as existing traffic at the direction of the County. If a signal or other traffic control improvements deemed warranted at that time, including northbound left-turn lanes or northbound left-turn bypass lanes, or some other reconfiguration of the access points, the applicant shall bond the signal and any improvements with the County and install the signal and any improvements at a time when directed by the County.

8. The private road, with two points of access from Addison Road South, used to serve proposed Parcels D, E, and/or J, shall be designed and constructed in such a way to connect the two access points to create a private street loop to serve all three parcels. This configuration shall be reflected on the detailed site plan. Access from the subject property onto Addison Road South shall be limited to the two locations reviewed with this preliminary plan of subdivision.
9. Prior to certification of the preliminary plan of subdivision, the Type 1 tree conservation plan shall be revised, as follows:
 - a. Add the following note directly under the woodland conservation worksheet:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25-122(b)(1)(G), approved by the Planning Board on February 26, 2018 for the removal of the following 3 specimen trees: ST-45, a 30-inch Tulip Poplar, ST-46, a 32-inch Tulip Poplar and ST-47, a 50-inch Tulip Poplar. Specimen trees ST-10, a 33-inch Tulip Poplar and ST-38 a 31-inch Tulip Poplar were removed prior to this application with the Beaverdam Basin Sanitary Sewer System Rehabilitation project.”
10. At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the floodplain, as determined by the Prince George’s County Department of Permitting, Inspections and Enforcement, on August 11, 2017, and all stream buffers shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."
11. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been completed, and associated mitigation plans.
12. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-004-2017-01). The following note shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-004-2017-01), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are

available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department.”

13. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

“This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved.”

14. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the community association, land, as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:

- a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division of the Maryland-National Capital Park and Planning Commission.
- b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation, upon completion of any phase, section, or the entire project.
- c. The conveyed land shall not suffer the disposition of construction materials or soil filling, other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.
- d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.
- e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department.
- f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.

15. At the time of final plat, in accordance with Section 24-134(a)(4) of the Prince George's County Subdivision Regulations, approximately 5.95 acres of parkland, as shown on the preliminary plan of subdivision (Parcel K) shall be shown to be conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:
- a. An original, special warranty deed for the property to be conveyed, (signed by the Washington Suburban Sanitary Commission Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division of the Maryland-National Capital Park and Planning Commission, along with the application of the first record plat.
 - b. The M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalks, curbs and gutters, and front-foot benefit charges, prior to and subsequent to, application of the building permit.
 - c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.
 - d. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to DPR within two weeks, prior to applying for grading permits.
 - e. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in an acceptable condition for conveyance, prior to dedication.
 - f. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement, prior to issuance of grading permits.
 - g. No stormwater management facilities, or tree conservation or utility easements shall be proposed on land owned by or to be conveyed to M-NCPPC without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR), who shall review and approve the location and/or design of these features. If such

proposals are approved by DPR, a performance bond, maintenance, and easement agreements shall be required, prior to issuance of grading permits.

16. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following pedestrian and bicycle facilities and shall show the following facilities on the detailed site plan:
 - a. Eight-foot-wide sidewalks along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - b. Eight-foot-wide sidewalks along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - c. Bicycle lane along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - d. Bicycle lane along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
 - e. Minimum 6-foot-wide sidewalks on both sides of all internal streets, public or private, excluding alleys.
 - f. Perpendicular or parallel ADA-accessible curb ramps at all intersections.
 - g. Continental style crosswalks crossing the drive aisle at all vehicle access points.
 - h. Outdoor bicycle parking at the multifamily buildings, assistant living facility, commercial/retail spaces, and Parcel A directly north of townhouse lots 62–67.
17. Prior to acceptance of a detailed site plan for residential development in Phase 2, a noise analysis shall be submitted to demonstrate that the interior of all residential buildings will be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas will be mitigated to 65 dBA Ldn or less.
18. Prior to issuance of building permits within the development areas accessing Addison Road South (Parcels D, E and/or J), the following road improvements shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency's access permit process:
 - a. Addison Road South and Walker Mill Road: Lengthen the southbound left-turn bay to provide adequate length in accordance with the Prince George's County Department of Permitting, Inspections and Enforcement requirements.

19. In accordance with the 2009 *Master Plan of Transportation* the applicant and the applicant heirs, successors and/or assignees shall construct the Cabin Branch Trail, as follows:
 - a. The western portion of the Cabin Branch Trail, from the sidewalk connection within the townhouse development up to the rear of Lot 68, shall be constructed during the development of Phase 1. This will include the trail connection up to the southwest property line and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/ Biker Trail Part 1.
 - b. The remaining eastern portion of the Cabin Branch Trail, including the stream crossing, shall be constructed during Phase 2 of the development, and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/Biker Trail Part 2.
20. Prior to a submission of a final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original, executed public recreational facilities agreements (RFAs) for the construction of any master planned-trails to be constructed on land to be conveyed to The Maryland-National Capital Park and Planning Commission for approval by the Prince George's County Department Parks and Recreation (DPR). The RFA shall include appropriate assurances and triggers for construction to ensure completion of the facility. Upon approval by DPR, the RFA shall be recorded among the Prince George's County Land Records in Upper Marlboro, Maryland, with the recording reference noted on the final plat, prior to plat recordation.
21. The detailed site plan shall reflect the location and design of the Cabin Branch Trail, and its connections to the development phases, in accordance with the Prince George's County Parks and Recreation Facilities Guidelines, and establish appropriate triggers for construction.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified with conditions, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and the Land Use Article of the Annotated Code of Maryland.
2. **Background**—The subject property is located on the east side of Rollins Avenue and west side of Addison Road South, approximately 4000 feet south of the Central Avenue and Addison Road South intersection. The property consists of 39.68 acres and is currently comprised of three parcels known as Parcels 210, 211, and 448, described in Liber 38876 at folio 310, Liber 40689 at folio 536, and Liber 40509 at folio 242, respectively. The property also includes an unnumbered lot known as Valle Gargan Subdivision, recorded in Plat Book WWW 19, page 41. The site is within the Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay (D-D-O) Zones. The site is subject to the 2010 *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* (Subregion 4 Master Plan and SMA). This preliminary plan of subdivision (PPS) includes 72 lots and 16 parcels for 72 single-family attached units,

1,221 multifamily units (including 594 assisted living and elderly housing units), and 147,400 square feet of commercial development. The existing site is unimproved. The proposed development is subject to a PPS, in accordance with Section 24-107 of the Prince George's County Subdivision Regulations.

Section 24-121(a)(3) of the Subdivision Regulations requires that lots proposed on land adjacent to an existing or planned roadway of arterial or higher classification, shall be designed to front on either an interior street or a service road. The applicant requested approval of a variation from Section 24-121(a)(3), as three points of access into the subdivision are being proposed, two of which are from Addison Road South, a master plan arterial roadway. However, the access locations to Addison Road South are provided via private road connections and are not direct access driveways from the parcels included in the PPS. Therefore, the variation was determined to be unnecessary, and the applicant withdrew the variation at the Planning Board hearing.

3. **Setting**—The property is located on Tax Map 73 in Grids C2 and C3, in Planning Area 75A, is zoned M-X-T, and is within the D-D-O Zone of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* (sector plan and SMA). The surrounding properties are primarily within residential zones. The abutting properties to the north of the subject site are located in the Mixed Use-Infill, Rural Residential (R-R), and One-Family Detached Residential (R-55) Zones, and are developed with residential uses. The properties east of the subject site are zoned Multifamily Medium Density Residential (R-18), Townhouse (R-T), and R-55, and are developed with residential uses. The abutting properties to the south are within the Light Industrial (I-1) and R-R Zones. The property within the I-1 Zone is primarily vacant and does not contain any permanent structures, and the property in the R-R Zone is developed with senior apartment housing. The properties to the west consist of a church and residential development within the R-55, R-18, and R-T Zones.
4. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	APPROVED
Zone	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Residential	Single-Family, Multifamily (1,221 dwelling units), Commercial (147,400 sq. ft.)
Acreage	39.68	39.68
Lots	1	72
Parcels	3	16
Dwelling Units	N/A	1,293
Gross Floor Area	N/A	147,400
Variance	No	No
Variation	No	Yes 24-121(a)(3)

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case, as well as the applicant’s Variation request from Section 24-121(a)(3) was heard at the Subdivision and Development Review Committee (SDRC) meeting on February 19, 2021.

5. **Previous Approvals**—The site has a previously approved Conceptual Site Plan CSP-16001, which was approved by the Prince George’s County Planning Board (PGCPB Resolution No. 17-164) on December 14, 2017, for approximately 1,092,137 square feet, or up to 1.4 FAR (floor area ratio), of commercial and residential development. The Prince George’s County District Council affirmed the Planning Board approval on March 12, 2018, subject to six conditions. Those conditions pertinent to the review of this PPS are discussed in this resolution.

6. **Community Planning**—The subject site is within the Subregion 4 Master Plan and SMA. The 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and conformance with the Subregion 4 Master Plan are evaluated, as follows:

Plan 2035

The application is in the Established Communities Growth Policy area designated in Plan 2035. The vision for the Established Communities area is most appropriate for context-sensitive infill and low- to medium-density development (page 20).

Master Plan Conformance

The Subregion 4 Master Plan recommends medium-high density residential (8 to 20 dwelling units per acre) on the subject property.

SMA/Zoning

The sector plan applies the D-D-O Zone to the subject property via Prince George's County Council Resolution CR-61-2000. The site was rezoned from R-T to the M-X-T and D-D-O Zones in 2018 via CSP-16001. The development standards of the D-D-O Zone will apply and be reviewed with the detailed site plan (DSP) for the subject site.

Pursuant to Section 24-121(a)(5), this application conforms to the Subregion 4 Master Plan.

7. **Stormwater Management**—A Stormwater Management (SWM) Concept Approval Letter and associated plans (48903-2016-00) were submitted with the application for this site. This approval was issued for both Phase 1 (the western portion of the development accessed by Rollins Avenue) and Phase 2 (the eastern portion of the development being accessed by Addison Road South) of the Metro City project area on November 15, 2020, from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The plan shows the construction of porous/pervious pavers, bioretention, bioswales, infiltration, berms, and green roofs. No fee is required for on-site attenuation or quality control measures. This SWM approval expires November 15, 2023. In accordance with Section 24-130 of the Subdivision Regulations, development of the site shall conform with the approved SWM concept plan and any subsequent revisions, to ensure no on-site or downstream flooding occurs.
8. **Parks and Recreation**—This PPS was reviewed for conformance with the requirements and recommendations of CSP-16001, the Subregion 4 Master Plan, the 2017 *Land Preservation, Parks and Recreation Plan for Prince George's County*, and the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, as policies in these documents pertain to public parks and recreational facilities.

The proposed development is located approximately 540 feet south of the undeveloped Suitland-Capitol Heights Park, which provides a master plan hard surface trail to connect Addison Road South to Karen Boulevard. Rollins Avenue Park, located approximately 900 feet to the north of the subject site on Rollins Avenue, is currently being developed with Phase I, which includes a playground, tennis and basketball court, and pavilions. Phase II design of Rollins Avenue Park includes a dog park, loop trail, community garden plots, and an additional pavilion; however, there is no scheduled start date for Phase II development. The Prince George's County Department of Parks and Recreation (DPR) is also currently looking at opportunities to acquire additional properties to the west of Rollins Avenue Park, in order to provide a connection to the existing Capitol Heights Park, which is located further to the west. Other nearby park facilities include the Walker Mill Regional Park located approximately 1.4 miles east of the subject property, and Oakcrest Community Center, located approximately 1.45 miles to the west on Walker Mill Road.

The Subregion 4 Master Plan and SMA previously rezoned the subject property from the R-R and R-55 Zones to the R-T Zone and denotes that this subregion contains approximately 1,874 acres of local parkland at 54 developed parks and 15 undeveloped sites, which is insufficient to meet projected needs through 2030. The Subregion 4 Master Plan states that the region would need to add approximately 9,100 acres of parks to the inventory to adequately serve the residents.

Mandatory dedication of parkland, pursuant to Section 24-134(a) of the Subdivision Regulations, provides for the dedication of land, the payment of a fee-in-lieu, or on-site recreational facilities, as this development consists of a residential subdivision. Based on the proposed density of development, 15 percent of the net lot area could be required to be dedicated to the Maryland-National Capital Park and Planning Commission (M-NCPPC) for public parks, which equates to 5.95 acres.

The applicant is proposing to dedicate the full 5.95 acres of land to M-NCPPC. This area, identified on the plan as Parcel K, includes the area of a proposed trail connection between the two sections of development, and land for the future installation of the Cabin Branch Trail. The applicant will install the trail connecting the two sections, shown on the plan as a hiker/biker asphalt trail, and will include a bridge to cross Lower Beaverdam Creek. On the west side, the trail will terminate at a sidewalk within the townhouse community. On the east side, the trail will terminate at a sidewalk connecting pedestrians to the multifamily and commercial development, as well as a sidewalk proposed on Addison Road South. This connection will serve as a master plan realignment of the Cabin Branch Trail, due to challenges with topography and environmental features on the northeast portion of the property. The trail shall be 8 feet in width.

The statement of justification (SOJ) provided by the applicant for this PPS, submitted January 26, 2021, describes five on-site recreational facilities, including recreation provided for the assisted living facility, play areas for children, courtyards, and benches. Recent feedback from communities in this area have indicated a need or desire for the implementation of dog parks as a community recreational amenity. The applicant shall consider incorporating a dog park into the on-site recreational facilities portfolio for this community at the time of DSP.

The dedication of land to M-NCPPC will meet the requirements of Section 24-134(a).

9. **Bicycle and Pedestrian**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the Subregion 4 Master Plan to provide the appropriate pedestrian and bicycle transportation facilities.

Existing Conditions, Sidewalks and Bike Infrastructure

Neither of the site’s frontages on Addison Road South or Rollins Avenue contain any existing bicycle or pedestrian facilities. The area under review for the subject application is not within a 2002 General Plan Corridor or a 2035 General Plan Center and is therefore not subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines – Part 2.”

The subject site is located within property zoned M-X-T and is subject to additional requirements at the time of DSP, as stated in Section 27-546(d)(7) of the Prince George’s County Zoning Ordinance, below.

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

Previous Conditions of Approval

CSP-16001 was approved by the Planning Board (PGCPB Resolution No. 17-164) on December 14, 2017 and is considered the parent case to the subject application. Condition 2 of CSP-16001 discusses bicycle and pedestrian improvements and is copied below:

- 2. At the time of detailed site plan and preliminary plan of subdivision as indicated, the applicant shall:**
 - a. Provide eight-foot-wide sidewalks along the subject site's entire frontages of both Addison Road and Rollins Avenue, unless modified by DPW&T.**
 - b. Provide bike parking at the entrance area to the multifamily buildings, including assistant living facility and commercial/retail spaces.**
 - c. Provide standard sidewalks along both sides of all internal roads, excluding private alleys, to the extent practical**

The applicant provided a site layout exhibit depicting pedestrian and bicycle transportation facilities and circulation, including 6-foot-wide sidewalks along both sides of all internal roads throughout the subdivision, consistent with the Prince George's County Department of Public Works and Transportation (DPW&T) Urban Standard Drawing (STD) 10.28, sidewalks along the subject property's frontage of Addison Road South and Rollins Avenue, and an 8-foot-wide minimum shared-use path along Cabin Branch. Bicycle parking is proposed at the entrance to multifamily buildings, assistant living facility, commercial/ retail spaces, and directly north of townhouse lots 62-67.

The applicant's site layout exhibit contains a legend displaying various icons indicating bicycle and pedestrian improvements. However, the legend does not label the icons corresponding to bicycle and pedestrian improvements. All bicycle and pedestrian facilities, including the 8-foot-wide sidewalks along the subject property's frontages of Addison Road South and Rollins Avenue, shall be shown on the DSP, prior to its acceptance. Ultimate construction of facilities within the public right-of-way will require the concurrence of DPIE.

Review of Master Plan Compliance

This development case is subject to the MPOT, which recommends the following facilities:

- Planned Bike Lane: Addison Road South, Rollins Avenue
- Planned Hard Surface Trail: Cabin Branch Trail

In addition, the Transportation Systems Section of the Subregion 4 Master Plan (page 232) lists the following goal:

Develop new roads and retrofit existing roads in conformance with the 1999 AASHTO Guide for the Development of Bicycle Facilities to the extent feasible and practical.

The applicant's submission provides an 8-foot-wide hiker/biker trail running east-west through the subject property, providing a non-motorized connection between the townhouse development and Addison Road South. The applicant's revised submission displays the trail head location to the west of Lot 56, whereas the applicant's original submission displayed the trail head adjacent to Rollins Avenue. This change is acceptable.

Upon reviewing the applicant's initial submission, staff recommended the applicant update plans to provide a bicycle lane along the subject property's frontage of Addison Road South and Rollins Avenue, subject to modification by DPIE, with written correspondence. In the submitted SDRC response letter (Scudder to Heath, March 1, 2021), the applicant indicated that they would provide "adequate sidewalk and a bike lane along the frontage of Addison Road South subject to DPIE's approval. Similarly, we will provide adequate sidewalk and a bike lane along the frontage of Rollins Avenue subject to DPIE's approval." However, the applicant's submission does not display these improvements. The applicant shall provide bicycle lanes and 8-foot-wide sidewalks along the frontage of Addison Road South and Rollins Avenue and depict these facilities on the DSP, prior to its acceptance. Ultimate construction of facilities within the public right-of-way will require the concurrence of DPIE.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling:

Policy 1: Provide standard sidewalks along both of all new road construction within the Developed and Developing Tiers.

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 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.

The property falls in the developed tier and will require sidewalks on both sides of all new internal roads, consistent with DPW&T standards. The submitted materials include DPW&T Road STD 100.28, which includes 6-foot-wide sidewalks. This road standard is found to be acceptable. The applicant provided a site layout exhibit displaying 6-foot-wide sidewalks within

the site on both sides of all new roads, continental-style crosswalks crossing the drive aisles at both points of vehicle entry along Addison Road South and Rollins Avenue, as well as parallel or perpendicular curb ramps at all locations within the subject site where sidewalks intersect with roads or streets. As discussed above, the site layout exhibit contains an incomplete legend. The site layout exhibit displays crosswalks crossing the drive aisles at the point of vehicle entry, but they are not labeled in the legend. All bicycle and pedestrian improvements, including crosswalks and curb ramps, shall be shown in the DSP, prior to its acceptance. Ultimate construction of facilities within the right-of-way will require the concurrence of DPIE.

The Transportation Recommendation Section of the Subregion 4 Master Plan makes the following recommendations:

Identify priority sidewalk corridors to parks, schools, Metro stations, and other activity centers where sidewalk construction is necessary to meet existing pedestrian needs. (p.233)

Provide sidewalks, neighborhood trail connections, and bicycle-friendly roadways to accommodate nonmotorized transportation (bicycling and walking) as the preferred mode for some short trips, particularly to transit stops and stations, schools, and within neighborhoods and centers (p.233)

Improve bicycle facilities around Metro stations in Subregion 4. Facilities needed include bicycle racks, lockers, and striping for designated bike lanes. (p.233)

The applicant's submission indicates sidewalks and bicycle lanes along the frontage of Addison Road South and Rollins Avenue, subject to DPIE's approval. The site layout exhibit displays bicycle and pedestrian facilities within the subject property. In addition, the applicant's submission displays a crosswalk crossing Addison Road South at the southeast bounds of the project site, providing a pedestrian connection to the Woods at Addison Apartment Homes, located at 6500 Ronald Road.

These bicycle and pedestrian facilities greatly enhance the capability for non-motorized transportation both on-site and in the immediate vicinity surrounding the subject property and conform to the master plan, pursuant to Section 24-121. Further, the Addison Road-Seat Pleasant Metro Station is approximately 0.65 mile north-northeast of the subject property and the Capitol Heights Metro Station is approximately 1.2 miles northwest of the subject property. The subject's use of new sidewalk facilities, trail connections, bicycle parking, and the recommended bicycle improvements along Addison Road South and Rollins Avenue furthers multimodal transportation in the area.

The applicant's submission displays a proposed hiker/biker trail, which runs east-west through the subject property. As previously discussed, the trail head location on the west side of development has been shifted from Rollins Avenue to the location directly south of townhouse Lots 40-47. An additional hiker/biker trail has been shown on the site layout exhibit and the PPS, originating at the southwest edge of the subject property directly south of Parcel 3,

running northeast and connecting with the original hiker/biker trail, directly southeast of Lot 67. The trail culminates along the eastern edge of the subject property at the northern point of vehicle entry along Addison Road South.

Based on the preceding findings, the pedestrian and bicycle transportation facilities that will serve the subdivision, meet the findings required by Subtitle 24 of the Prince George's County Code, and conform to the Subregion 4 Master Plan and the MPOT.

- 10. Transportation**—The PPS is required to create all lots and parcels being developed. Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout. Access and circulation are proposed by means of the streets being dedicated plus several private streets and driveways.

The plan is being reviewed against prior plan CSP-16001.

Because the proposal is expected to generate more than 50 peak-hour trips, a traffic impact study (TIS) has been submitted. The traffic study was referred to the County (DPW&T and DPIE), as well as the Maryland State Highway Administration (SHA).

The subject property is located within Transportation Service Area 1, as defined in Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections: Level of Service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized Intersections: The procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted.

For two-way, stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

Analysis of Traffic Impacts

The table below summarizes trip generation in each peak hour that will be used for the analysis and for formulating the eventual trip cap for the site. The proposed uses have the following trip generation (with the use quantities shown in the table as described in the submitted TIS). The trip

generation is estimated using trip rates and requirements in the “Transportation Review Guidelines, Part 1” (Guidelines) and *Trip Generation* (Institute of Transportation Engineers):

Trip Generation Summary, 4-19044, Metro City								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
Rollins Avenue Development Pod								
Townhouses	72	units	10	40	50	38	20	58
Assisted Living	195	units	23	14	37	19	32	51
Elderly Housing	240	units	12	19	31	24	14	38
Total Rollins Avenue Pod			45	73	118	81	66	147
Addison Road South Development Pod								
Multifamily Apartments and Condominiums	627	units	63	263	326	244	132	376
Assisted Living	159	units	19	11	30	16	25	41
Total Residential Uses			82	274	356	260	157	417
Less Internal Trips between residential and retail uses			-10	-13	-23	-31	-45	-76
Net Residential Trips			72	261	333	229	112	341
Commercial/Retail	147,400	square feet	139	86	225	348	376	724
Less Internal Trips between retail and residential uses			-13	-10	-23	-45	-31	-76
Less Pass-Bv (40 percent AM and PM) for retail			-50	-30	-80	-121	-138	-259
Net Commercial Trips			76	46	122	182	207	389
Total Addison Road South Pod – net residential trips plus net commercial trips			148	307	455	411	319	730
Total Site Trips			193	381	573	493	385	877

The October 2020 TIS, with counts taken in September 2020, was submitted and accepted as part of this PPS. A revised TIS, with revised analyses to address agency comments, was submitted on March 16, 2021. The following tables represent results of the analyses of critical intersections under existing, background, and total traffic conditions:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 332 at Rollins Avenue	15.6*	32.5*	--	--
MD 214 at MD 332	396	888	A	A
MD 214 at Addison Road South	516	898	A	A
Addison Road South at Wilburn Drive	457	753	A	A
Addison Road South at site access north	Future	Future	--	--
Addison Road South at site access south	Future	Future	--	--
Addison Road South at Ronald Road	428	734	A	A
Walker Mill Road at Addison Road South	648	1,201	A	C
Walker Mill Road at MD 458	295	644	A	A
Walker Mill Road at Rollins Avenue	247	471	A	A
Rollins Avenue at Modupeola Way	9.4*	9.4*	--	--
Rollins Avenue at site access	Future	Future	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

Background traffic has been developed for the study area using a listing of nine approved developments in the area and a growth rate of 0.5 percent per year over six years. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	MD 332 at Rollins Avenue	13.9*	22.8*	--
MD 214 at MD 332	476	1,067	A	B
MD 214 at Addison Road South	660	1,175	A	C
Addison Road South at Wilburn Drive	676	1,017	A	B
Addison Road South at site access north	Future	Future	--	--
Addison Road South at site access south	Future	Future	--	--
Addison Road South at Ronald Road	585	998	A	A
Walker Mill Road at Addison Road South	775	1,450	A	D
Walker Mill Road at MD 458	361	744	A	A
Walker Mill Road at Rollins Avenue	294	542	A	A
Rollins Avenue at Modupeola Way	9.8*	9.8*	--	--
Rollins Avenue at site access	Future	Future	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

The following critical intersections, interchanges, and links identified above, when analyzed with the programmed improvements and total future traffic as developed using the Guidelines, including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
MD 332 at Rollins Avenue	15.6*	32.5*	--	--
MD 214 at MD 332	541	1,161	A	C
MD 214 at Addison Road South	769	1,297	A	C
Addison Road South at Wilburn Drive	872	1,287	A	C
Addison Road South at site access north (standards for passing are shown in parentheses)				
Delay Test (50 seconds or fewer)	48.9*	592.1*	Pass	Fail
Minor Street Volume Test (100 or fewer)	--	220	Pass	Fail
CLV Test (1,150 or fewer)	--	1,245	Pass	Fail
Addison Road South at site access south (standards for passing are shown in parentheses)				
Delay Test (50 seconds or fewer)	36.8*	917.9*	Pass	Fail
Minor Street Volume Test (100 or fewer)	--	236	Pass	Fail
CLV Test (1,150 or fewer)	--	1,528	Pass	Fail
Addison Road South at Ronald Road	643	1,149	A	B
Walker Mill Road at Addison Road South	849	1,562	A	E
Walker Mill Road at MD 458	401	791	A	A
Walker Mill Road at Rollins Avenue	334	587	A	A
Rollins Avenue at Modupeola Way	10.5*	10.6*	--	--
Rollins Avenue at site access	9.8*	10.6*	--	--
*In analyzing two-way stop-controlled intersections, a three-step procedure is employed in which the greatest average delay in seconds for any movement within the intersection, the maximum approach volume on a minor approach, and the critical lane volume is computed and compared to the approved standards. According to the "Guidelines", all three tests must fail in order to require a signal warrant study.				

With the exception of the two proposed site access points along Addison Road South, it is found that all critical intersections operate acceptably under total traffic in both peak hours. The applicant is advised to conduct a traffic signal warrant study and install a signal or other needed improvement, as warranted.

A trip cap consistent with the trip generation assumed for the site is required. Given that the two pods of development along Rollins Avenue and Addison Road South affect a very different set of intersections and do not have internal vehicular connections, it is determined that the two development areas should have two separate trip caps. The development accessing Rollins Avenue (Lots 1 through 72, plus development parcels G, H, and I) shall have a trip cap of 118 AM and 147 PM peak-hour vehicle trips. The development accessing Addison Road South (development parcels D, E, and J) shall have a trip cap of 455 AM and 730 PM peak-hour vehicle trips.

Agency Comments on Traffic Impact Study (TIS)

By letter dated March 2, 2021 (Giles to Heath), DPIE provided 10 comments on the TIS. The comments are addressed below:

- The first and second comments concur with recommendations of the study, and these comments are acknowledged.
- The third and fourth comments suggest that left-turn queue lengths will exceed the available left-turn area at the Addison Road South/Walker Mill Road and the Rollins Avenue/Walker Mill Road intersections. The applicant has provided additional simulation analyses, and indicates that while lengthening the left-turn bay at Addison Road South/Walker Mill Road is necessary and recommended, the Rollins Avenue/Walker Mill Road intersection does not require a longer left-turn bay. The applicant shall provide a longer left-turn bay at Addison Road South/Walker Mill Road.
- The fifth comment suggests that the TIS is assigning retail traffic to private streets within Brighton Place. However, all through streets within Brighton Place (PPS 4-04011) are dedicated public streets, and they connect to Addison Road South via other public streets. Also, any internal trips between retail and residential are limited to the development pod along Addison Road South; the development pod along Rollins Avenue has no reduction for internal retail trips. No adjustment to the traffic analysis is needed.
- The sixth comment indicates that a development, Quincy Commons (PPS 4-06098), is unbuilt and should have been included in background development. This information was revised and included in the analyses.
- The seventh comment states that a heavy northbound left-turn volume at Addison Road South/site access north requires a left-turn bay or a northbound bypass lane. It is found that the clause “or other traffic control improvements” covers this need. It is also found that DPIE’s access authority covers this type of improvement. However, the above clause shall be modified to make reference to a northbound left-turn bay or bypass lane.
- The eighth comment would require a minimum 26-foot-wide pavement for Metro City. This is the proposed street connecting to Rollins Avenue. The most recent submission shows a 27-foot pavement width from the cul-de-sac to private street Parcel N, and a 34-foot pavement width from private street Parcel N to Rollins Avenue. This is consistent with this requirement; DPIE shall determine striping within the pavement provided.
- The ninth comment requires that the Addison Road South/site access south intersection has traffic movements limited to a right-in/right-out (RIRO). While this change in combination with the seventh comment is supported, it is noted that both site access points along Addison Road South are under the jurisdiction of DPIE. The applicant will be required to conduct warrant studies at both access points, and the ultimate

configuration, traffic control, and lane use at this location will be reviewed and approved by DPIE.

- The tenth comment refers to the P-403 master plan facility, and recommends that it be deleted within this property. This is agreed, and there is discussion below with regard to the master plan.

By letter dated March 19, 2021 (Rigby to Lenhart) SHA provided 15 comments on the TIS. The comments are addressed below:

- Comments 3, 6, and 12 are observations and do not require a response.
- Comments 7, 8, 13, and 14 concern the access points along Addison Road South. The applicant has modified the access scheme, and the comments have been addressed.
- Comments 1, 2, and 9 concern the counts. All counts were taken in accordance with current Planning Department policy, as provided in the September 3, 2020 Development Review Bulletin. The wide-reaching impacts of the pandemic have affected counts across Prince George's County, and while some peak-hour traffic counts are approaching pre-pandemic levels, counts in other areas continue to be low. The September 3, 2020 Bulletin establishes a correction factor to be applied for a defined period of time uniformly across the County.
- Comments 4 and 5 refer to background development. Neither of the developments referenced is large, and changes to the trip distributions would not have a significant impact on the results of the traffic study.
- Comments 10 and 11 question the way in which the traffic study was conducted. The traffic study was done in accordance with the Guidelines. Signalized intersections are required to use a CLV analysis, and other tools are not required to be used, although applicants may be required to use other analyses for purposes of permitting through operating agencies. Likewise, applicants preparing a traffic study are not allowed to utilize conditioned improvements by other developments unless such improvements are bonded, permitted, and scheduled for construction.
- Comment 15 concerns the Addison Road South/Walker Mill Road intersection. This was addressed as the third/fourth DPIE comment.

Master Plan and Site Access

Addison Road South is a master plan arterial facility. Right-of-way dedication of 60 feet from centerline is reflected on the plan; however, DPW&T has a design for future widening of this roadway associated with a Capital Improvement Program project. In the area of proposed Parcels D, E, O, and J, the plans for the Addison Road South widening show the ultimate right-of-way extending up to 80 feet west of the existing centerline, but this right-of-way is not reflected on the plans. The shift in this area away from the existing centerline of Addison Road

South appears to be needed to avoid existing residences on the east side of Addison Road South. The Site Layout Exhibit provided by the applicant shows proposed buildings that would extend into this area. However, the existing dedication from centerline was accepted as reflected on the current plans for the following reasons:

- The master plan as published only shows the future right-of-way centered on Addison Road South, with no indication of a revised alignment in this area.
- Likewise, PGAtlas.com, the Department's public geographic application, has always shown the future right-of-way centered on Addison Road South.
- Legally, the Planning Board cannot compel an applicant to give up more than 60 feet of right-of-way, and should typically be seeking reservation for larger swaths of right-of-way.
- Largely due to budgetary reasons, the County has indicated little desire to seek or support new reservation areas next to County-maintained roadways.

Rollins Avenue is a master plan primary facility. Adequate right-of-way dedication of 30 feet from centerline is reflected on the plan.

The master plan shows an additional primary roadway (P-403) affecting this property, which is an extension of Victorianna Drive. Given that the function of connecting Victorianna Drive to Rollins Avenue was accomplished with the Addison Road South development, this additional primary roadway is no longer needed or desirable, and there is no need whatsoever to reflect that roadway on this plan.

The PPS reflects a public roadway, named as Metro City Street, providing access to Phase 1 of the development from Rollins Avenue. This roadway will provide direct driveway access to townhouse lots and DPIE has advised that no public maintenance of this roadway will be feasible. The applicant shall revise the PPS to reflect Metro City Street as a private right-of-way parcel to be conveyed to the community association to ensure its maintenance. Access via private roads to serve the development lots proposed in this application is permissible in the D-D-O Zone, pursuant to Section 24-128(b)(8) of the Subdivision Regulations.

Variation Request

A variation request from Section 24-121(a)(3) was submitted by the applicant, as access from Addison Road South (A-33) is being proposed for Phase 2 of the development.

Section 24-121(a)(3) requires that lots proposed on land adjacent to an existing or proposed planned roadway of arterial or higher classification be designed to front on either an interior street or service roadway. The applicant submitted an SOJ dated February 25, 2021. The parcels in Phase 2 of this PPS have been designed to front on a private road and, pursuant to Section 24-128(b)(8), lots to be accessed from a private road are permissible within a D-D-O Zone. The 24-foot-wide private road is designed as a loop connection through the development pod, providing access at two locations along Addison Road South. As a result,

the variation is not needed, and the applicant withdrew the variation request at the Planning Board hearing.

Previous Approvals

CSP-16001 contains two traffic-related conditions which merit discussion at this time, as follows:

- 5. Prior to issuance of building permits with the subject property, the following road improvements shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency's access permit process:**
 - a. MD 214 and Addison Road: The applicant has identified two options that mitigate the site's impact and result in a CLV of less than 1,600.**
 - 1. Option 1 involves the construction of an eastbound right-turn lane on MD 214 at Addison Road.**
 - 2. Option 2 involves the construction of a westbound double-left-turn lane on MD 214 at Addison Road.**

This improvement, regardless of the option chosen, shall be phased with the development, and the appropriate phasing shall be determined at the time of preliminary plan review. Because the improvement offers two options, and the selected option should be clarified further at the time of preliminary plan review. It is advised that the "Transportation Review Guidelines" require further feasibility analysis, and this must be provided at the time of preliminary plan review.

This condition is being modified at the time of PPS, pursuant to Section 27-546(d)(9), to be deleted. Under Total Traffic, the intersection of MD 214 (Central Avenue) and Addison Road South is shown to operate at LOS A during the AM peak hour and LOS C during the PM peak hour.

- b. Addison Road at the north and south site access points: At a time to be determined at the time of preliminary plan of subdivision, the applicant shall submit an acceptable traffic signal warrant study to the County for signalization at each of these locations. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the County. If a signal or other traffic control improvements deemed warranted at that time, the applicant shall bond the signal with the County and install it at a time when directed by the County.**

This condition is being carried forward. The intersections both fail the three-tier test for unsignalized intersections. The signal warrant studies will be required prior to any DSPs proposing development within proposed Parcels D, E, or J, and the installation of signalization or other required improvements shall be determined by DPIE. For the record, it is noted that DPIE has the authority to determine the ultimate configurations and traffic controls at each of these access points.

c. Addison Road and Walker Mill Road: Reconfiguration of the westbound approach of Walker Mill Road, to consist of one left-turn lane and one shared left/right-turn lane.

This condition is being modified at the time of PPS, pursuant to Section 27-546(d)(9), to be modified. Under Total Traffic, the intersection of Walker Mill Road and Addison Road South is shown to operate at LOS A during the AM peak hour and LOS E during the PM peak hour. However, DPIE has indicated that the left-turn queue lengths will exceed the available left-turn area at the Addison Road South/Walker Mill Road intersection. The applicant provided additional simulation analyses, and indicates that lengthening the southbound left-turn bay at Addison Road South/Walker Mill Road is necessary and shall be required.

6. A revised traffic study shall be required and submitted with the acceptance of the preliminary plan of subdivision, covering the same scope utilized for this plan. The study shall utilize current counts per the “Transportation Review Guidelines,” and shall appropriately address the Maryland Department of Transportation and the Prince George’s County Department of Public Works and Transportation comments on the current study. Additionally, the study shall provide a feasibility analysis for the options recommended for improving the MD 214/Addison Road intersection, to assist in a determination of the most appropriate improvement.

A new TIS was done, as directed by this condition. Current counts were taken; these counts were factored, in accordance with the Maryland Department of Transportation’s policies. State and County comments on the prior study were adequately addressed with the new study. While the prior study provided alternatives for improving the MD 214/Addison Road South intersection, under Total Traffic in the current study this intersection was shown to operate at acceptable levels of service of LOS A during the AM peak hour and LOS C during the PM peak hour. Therefore, no improvements are required.

Based on the preceding findings, adequate transportation facilities will exist to serve the subdivision, as required, in accordance with Section 24-124.

- 11. Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2001. The proposal includes 240 senior residences and 354 assisted living units. Elderly housing operated in accordance with state and federal Fair Housing law is exempt from the schools’ test. Thus, 594 units of the 1,293 proposed dwelling units are exempt from the schools’ test. The subject property is located within School Cluster 3, which is located within the I-95/I-495 Capital Beltway. The analysis and the results are as follows:

Impact on Affected Public School Clusters Single-family/Multifamily Dwelling Units

Affected School Clusters #	Elementary School Cluster 3	Middle School Cluster 3	High School Cluster 3
Total Dwelling Units	1221*	1221*	1221*
Townhouse (SFA)	72	72	72
Townhouse (PYF)	0.114	0.073	0.091
SFD * PYF	8.20	5.25	6.52
Multifamily Dwelling (MF)	627	627	627
Multifamily (PYF)	.162	.089	.101
MF * PYF	101.6	55.8	63.3
Total Future Subdivision Enrollment	109	61	70
Adjusted Enrollment in 2019	7,030	2,471	3,540
Total Future Enrollment	7,139	2,532	3,610
State Rated Capacity	9,204	2,610	4,713
Percent Capacity	78%	97%	77%

Note: *594 units of elderly housing operated in accordance with state and federal Fair Housing law is exempt from the schools’ test, in accordance with Section 24-122.02.

Section 10-192.01 of the Prince George’s County Code establishes school surcharges and an annual adjustment for inflation, unrelated to the provision of Subtitle 24. The current amount is \$9,770 per dwelling if a building is located between I-95/I-495 and the District of Columbia; \$9,770 per dwelling if the building is included within a basic plan or CSP that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$16,748 per dwelling for all other buildings. This project is inside of the I-495

Capital Beltway; thus, the surcharge fee is \$\$9,770 per dwelling unit. This fee is to be paid to DPIE, at the time of issuance of each building permit.

12. **Public Facilities**—In accordance with Section 24-122.01, police, water and sewerage, as well as fire and rescue facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated March 8, 2021 (Thompson to Heath), incorporated by reference herein.
13. **Public Utility Easement (PUE)**—Section 24-122(a) requires that, when utility easements are required by a public company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748.”

The standard requirement for PUEs is 10 feet wide along both sides of all public rights-of-way. The subject site fronts on the public rights-of-way of Addison Road South and Rollins Avenue and includes an internal network of private streets. The applicant is also proposing an internal private right-of-way to serve Phase 1, shown as Metro City Street on the PPS, and Phase 2 of the development. Section 24-128(b)(12) requires that 10-foot-wide PUEs be provided along one side of all private streets. The required PUEs are delineated on the PPS along the private streets, as well as the public rights-of-way Addison Road South and Rollins Avenue.

14. **Historic**—The subject property was part of the Seat Pleasant plantation occupied by Thomas Owen Williams. Large tobacco plantations dominated the Seat Pleasant landscape throughout the 1700s and 1800s. Seat Pleasant was a 452-acre land grant surveyed for Thomas Gantt, III, on February 18, 1765, and patented on May 26, 1767. Seat Pleasant was carved out of earlier land grants known as Good Luck and Father’s Gift. Thomas Owen Williams acquired 250 acres of the Seat Pleasant survey from Thomas Gantt on June 21, 1777. The subject property is located within the bounds of Williams’ Seat Pleasant plantation. His house was located on what is now the site of St. Margaret’s School, to the north of the subject property on Addison Road South. This house and its various quarters for the plantation’s enslaved laborers and outbuildings are documented in the 1798 Federal Direct Tax records. In the late 1700s, 38 enslaved laborers worked on the Seat Pleasant plantation. Thomas Owen Williams died in 1818, and he devised the Seat Pleasant plantation to his daughter, Mary, who married Thomas Berry. The Seat Pleasant plantation remained in the Berry family until 1873, when 736 acres were sold to Benjamin Lowndes Jackson, William Bladen Jackson, and George J. Seufferle. The land was then subdivided, and the community was named for the early 19th-century estate of the Williams and Berry families. The 1873 plat shows several buildings including houses, farms, outbuildings, cabins, a store, and a blacksmith shop, reflecting the rural nature of the area.

Lindsay S. Perkins acquired Lots 23 and 24 of Murdaugh and Whiting's Subdivision of Lots 1, 2, and 4 of Jackson's Subdivision of "Seat Pleasant" in 1899, which encompass the existing property. In 1906, Perkins purchased Lot 22 and part of Lot 21 of Murdaugh and Whiting's

Subdivision of Lots 1, 2, and 4 of Jackson's Subdivision of "Seat Pleasant." The 1940 Franklin Atlas shows three houses on Perkins' land at that time.

The remnants of a foundation, which is possibly related to an outbuilding associated with a house constructed by Lindsay Perkins, is located in the northeast corner of the site within the bounds of the proposed Parcel O. A former Secret Service agent, Lindsay Perkins, died at the age of 70 on June 3, 1934. His widow, Magda, and son, Edgar A. Perkins, continued to reside in the house after his death. Edgar A. Perkins was the proprietor of a real estate company. Edgar A. Perkins sold his 37 acres in Seat Pleasant to Rollins Investment, Inc. in 1952. The property changed hands several times until acquired by Metro City, LLC in 2017.

Previous Approvals

Condition 3 of CSP-16001 discussing archeological investigation is copied below:

- 3. **Prior to acceptance of the preliminary plan of subdivision, Phase I (Identification) archeological investigations, according to the Planning Board's *Guidelines for Archeological Review (May 2005)*, shall be submitted for the above-reference property to determine if any cultural resources are present. Evidence of The Maryland-National Capital Park and Planning Commission (M-NCPPC) concurrence with the final Phase I report and recommendations is required prior to approval of the preliminary plan.**

A Phase I archeology survey was conducted on 18.7 acres of the subject property by the applicant's archeology consultant in December 2019. Two moderate- to high-probability areas located to the east and west of Cabin Branch were surveyed. One new archeological site, 18PR1156, was recorded. Site 18PR1156 was located on the eastern edge of the property, next to Addison Road South. The site comprised the remains of a small brick and cinderblock foundation and a brick-lined well with a concrete cap. The concrete cap on the well was inscribed with "L. S. Perkins 1920."

The archeological investigations indicate extensive modern disturbance to site 18PR1156, and no further work was recommended. The Planning Board concurs with the report's findings and conclusions that no additional archeological investigations are necessary on the subject property.

- 15. **Environmental**—The following applications and associated plans have been reviewed for the subject site:

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-045-2016	N/A	Staff	Approved	6/10/2016	N/A
CSP-16001	TCP1-004-2017	District Council	Approved	3/12/2018	17-164
4-19044	TCP1-004-2017-01	Planning Board	Approved	4/6/2021	2021-53

Proposed Activity

The applicant requested approval of a PPS and a Type 1 tree conservation plan (TCP1) for construction of a mixed-use development consisting of 72 lots and 16 parcels for a single-family attached development of 1,221 multifamily units and 147,400 square feet of retail commercial space.

Grandfathering

This project is subject to the current environmental regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012, because the application is for a new PPS.

Site Description

This 36.67-acre site is located on the west side of Addison Road South, approximately 4,000 feet south of the intersection with Central Avenue, in Capitol Heights. The site is currently vacant. A review of the available information indicates that the property is bisected by the Cabin Branch stream, a tributary of the Lower Beaverdam Creek, which ultimately flows to the Anacostia River. In addition, non-tidal wetlands, steep slopes, and primary management area (PMA) are mapped on this property. The Sensitive Species Project Review Area map received from the Maryland Department of Natural Resources Natural Heritage Program shows no rare, threatened, or endangered species found to occur on, or near this property. The potential for forest interior dwelling species habitat is mapped on-site. The site is located within the Environmental Strategy Area 1 of the Regulated Environmental Protection Areas Map as designated by Plan 2035. The 2017 *Countywide Green Infrastructure Plan of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan* (Green Infrastructure Plan) shows that the entire property contains both regulated and evaluation network features, based on the stream and associated wetlands, steep slopes, and buffers.

Previous Approvals

The environmental conditions of approval found in CSP-16001 have been partially addressed, as follows:

4. **At the time of preliminary plan of subdivision, the applicant shall provide a detailed assessment of the primary management area (PMA) impacts, including consistent tabulations and the area of steep slope disturbance within the PMA.**

After communications with DPIE and further engineering, a revised SOJ for PMA impacts were submitted for review with this PPS application. The proposed impacts were compared to the previously approved PMA impacts. Two areas were minimally expanded, and one area was removed. A detailed evaluation of this information is provided under the Environmental Review section of this finding.

Master Plan Conformance

Subregion 4 Master Plan

The site is located within the Subregion 4 Master Plan and the Addison Road Metro Town Center D-D-O. The Subregion 4 Master Plan's Environmental Infrastructure section contains goals, policies, and strategies. The following guidelines have been determined to be applicable to the current project.

Policy 1: Protect, preserve, and enhance the identified green infrastructure network within Subregion 4.

According to the approved Natural Resources Inventory NRI-045-2016, the site contains regulated environmental features within or adjacent to the subject property. The entirety of the site is within the Green Infrastructure Plan network containing Regulated Areas and Evaluation Areas. The Regulated Areas are found along the stream system. The TCP1 proposes the woodlands as being saved in this area with limited clearing. The Evaluation Areas are proposed to be impacted, due to the steep slopes and the grading needed for development. There are areas of the Evaluation Areas adjacent to the Regulated area that are proposed to remain as woodlands.

Policy 2: Minimize the impacts of development on the green infrastructure network and SCA's.

Development is focused outside of the PMA. During the CSP review, PMA impacts were reviewed and approved. The applicant provided a revised SOJ for PMA with further engineered adjustments of the previously approved impacts. Impacts have been evaluated further in the Environmental Review section of this finding.

Policy 3: Restore and enhance water quality in areas that have been degraded and preserve water quality in areas not degraded.

The applicant proposes to construct permeable pavers, micro-bioretenion facilities, bioswales, infiltration berms, and green roofs for both phases of the project. This SWM concept was approved by DPIE (48903-2016-00). No fee is required for the proposed on-site attenuation/quality control measures. This SWM approval expires November 15, 2023.

Policy 4: Improve the base information needed for the county to undertake and support stream restoration and mitigation projects.

The site has an approved NRI that details existing conditions of the site. The subject property has one stream system on-site and the TCP1 does propose to impact this stream for a connection to an existing sanitary sewer main. This existing sewer line is located to the west of the stream and this utility right-of-way will remain open. No stream restoration or mitigation is proposed as part of this application.

Policy 5: Require on-site management of stormwater through the use of environmentally sensitive stormwater management techniques (i.e., fully implement the requirements of ESD) for all development and redevelopment projects.

The applicant proposes to construct permeable pavers, micro-bioretenion facilities, bioswales, infiltration berms, and green roofs for both phases of the project. This SWM concept was approved by DPIE (48903-2016-00). No fee is required for the proposed on-site attenuation/quality control measures. This SWM approval expires November 15, 2023.

Policy 6: Assure that adequate stream buffers are maintained and enhanced and utilized design measures to protect water quality.

The subject property is maintaining the existing wooded stream buffer, with minimal proposed impacts. Several impacts were previously approved with CSP-16001 and include site access, structures, and associated retaining walls, for the installation of SWM devices with outfalls, and a sewer connection. A sewer connection is proposed with this application. A master-planned trail is required within the stream system, as part of this project; however, the alignment has not been established and will be required at time of DSP. Minimization of impacts to stream buffers for the installation of the trail will be evaluated with the DSP.

Policy 7: Reduce air pollution to support public health and wellness by placing a high priority on transit-oriented development and transportation demand management (TDM) projects and programs.

Air quality is a regional issue that is currently being addressed by the Council of Governments.

Policy 8: Reduce adverse noise impacts so that the State of Maryland's noise standards are met.

The project proposes to construct mixed use development with single-family attached units and multifamily units. The site has frontage on Addison Road South, which is identified as an arterial roadway, and Rollins Road, which is identified as a primary roadway. Section 24-121(a)(4) requires residential lots adjacent to existing or planned roadways of arterial classification be platted with a minimum depth of 150 feet. All of the proposed parcels adjacent to Addison Road South meet this requirement. Section 24-121(a)(4) also requires adequate protection and screening from traffic nuisances be provided by earthen berms, plant materials, fencing, and/or the establishment of a building restriction line, when appropriate. The PPS identifies the 65 dBA upper and lower noise contours along Addison Road South, which affect the parcels in Phase 2 of the development. These parcels are planned for multifamily and commercial development. The applicant shall provide a noise analysis at the time of DSP

to evaluate any residential development within the 65 dBA noise contours, and propose appropriate mitigation to ensure that the interior of dwelling units are mitigated to 45 dBA or less, and that any exterior activity areas be mitigated to 65 dBA or less. Landscaping requirements along the frontage of Addison Road South will also be evaluated with the DSP review.

Policy 9: Implement environmental sensitive building techniques that reduce overall energy consumption.

The development applications for the subject property, which require architectural approval, should incorporate green building techniques and the use of environmentally sensitive building techniques. These techniques will reduce overall energy consumption. The use of green building techniques and energy conservation techniques should be encouraged and implemented to the greatest extent possible.

Policy 10: Implement land use policies that encourage infill and support TOD and walkable neighborhoods.

This site is not an infill site and is not within a transit-oriented development (TOD).

Policy 12: Ensure that the Chesapeake Bay Critical Area is protected to the maximum extent possible through the implementation of water quality and other related measures.

The subject property is not located in the Chesapeake Bay Critical Area.

Policy 13: Preserve, restore, and enhance the existing tree canopy.

Policy 14: Improve the county's capacity to support increases in the tree canopy.

Subtitle 25, Division 3, of the Prince George's County Code requires the site to provide 10 percent tree canopy coverage. Tree canopy coverage will be addressed by the Urban Design Section. Woodland conservation is discussed in the Environmental Review section of this finding.

Addison Road Metro Town Center and Vicinity Requirements

The environmental requirements for woodland preservation, SWM, and noise are addressed in the Environmental Review section below. There are no specific environmental requirements or design standards that require review for conformance in the subject D-D-O Zone.

Conformance with Countywide Green Infrastructure Plan

According to the approved Green Infrastructure Plan, the site contains regulated and evaluation areas within the designated network of the plan. While the Green Infrastructure Plan elements mapped on the subject site will be impacted, the site was previously developed with an

institutional use and the design of the site meets the zoning requirements and the intent of the growth pattern established in Plan 2035.

Policy 1: Preserve, protect, enhance, or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.

The on-site woodlands and stream system are connected to a large contiguous off-site area of sensitive habitat consisting of woodland and regulated environmental features. This off-site area is located to the north and south of the site. Development has been focused in the Evaluation areas in an effort to preserve the on-site regulated environmental features. As such, most of the existing woodlands will be disturbed within the Evaluation areas. The PMA on-site is being disturbed for access to the site, structures, and associated retaining walls, and for the installation of SWM devices and outfalls. These impacts were approved with CSP-16001. A master-planned trail is required within the stream valley, as well as a potential trail connection between the two sections of the development. These trail alignments will be determined at the time of DSP review.

Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

The applicant proposes the use of permeable pavers, 21 micro-bioretenment facilities, 5 bioswales, 5 infiltration berms, and 3 green roofs to handle SWM for the entire project.

Policy 3: Preserve existing woodland resources and replant woodland, where possible, while implementing the desired development pattern of the 2002 General Plan.

The 2002 General Plan has been superseded by Plan 2035. The property is subject to the Prince George's County Woodland Conservation Ordinance (WCO). The site has a woodland conservation threshold of 4.40 acres. The project proposes to remove 15.26 acres of woodland within the net tract area and 0.32 acre of wooded floodplain for a woodland conservation requirement of 8.53 acres. This application proposes to meet the entire woodland conservation requirement on-site with 10.85 acres of woodland preservation. The proposal is in conformance with the zoning and the WCO and it meets the development pattern of Plan 2035.

ENVIRONMENTAL REVIEW

Natural Resources Inventory Plan/Existing Features

The application has an approved NRI-045-2016. The TCP1 and the PPS show all the required information correctly, in conformance with the NRI. No revisions are required for conformance to the NRI.

Woodland Conservation

The site is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. A Type 1 Tree Conservation Plan (TCP1-004-2017-01) was submitted with the PPS application.

This 39.68-acre property contains 10.36 acres of floodplain and has a total of 26.24 acres of woodland outside the floodplain. The woodland conservation threshold is 4.40 acres. The subject site proposes to clear 15.26 acres of existing woodland and 0.32 acre of wooded floodplain. The woodland conservation worksheet shows the project meeting their 8.53-acre woodland conservation requirement on-site, with 10.85 acres of woodland preservation. No additional clearing is proposed, as part of this submission.

The TCP1 shows a master-planned trail traversing the stream valley that bisects the property. Because of the complex topography of this area, which includes a wide stream valley with floodplain, very steep slopes, and an existing sewer line easement, any proposed woodland clearing and grading to implement the master-planned trail shall be shown and evaluated on the future DSP. The Transportation Planning Section, Environmental Planning Section, and the Parks Department have reviewed the master-planned trail on the TCP1. The proposed on-site master-planned trail, which is required to be constructed by the applicant, shall be reflected on the future DSP and TCP2. All impacts to regulated environmental features and associated clearing and grading must be evaluated at time of DSP to ensure the trail is placed with the least number of impacts.

Specimen Trees

Section 25-122(b)(1)(G) of the WCO requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Environmental Technical Manual."

Specimen Trees ST-45, ST-46, and ST-47 were approved by the District Council with the approval of CSP-16001. Specimen Trees ST-10 and ST-38 were removed prior to this application with the Beaverdam Basin Sanitary Sewer System Rehabilitation project. No additional specimen trees are proposed to be removed with the subject application. No additional information regarding specimen trees is required at this time.

Regulated Environmental Features / Primary Management (PMA)

Section 27-285(b)(4) of the Zoning Ordinance requires the following finding: "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 site contains regulated environmental features that are required to be preserved and/or restored to the fullest extent possible under Section 24-130(b)(5). The on-site regulated environmental features include wetlands, streams, 25-foot wetlands buffer, 75-foot stream buffer, floodplain, and steep slopes.

Impacts to the regulated environmental features should be limited to those that are necessary for development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use, orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. Necessary impacts include, but are not limited to, adequate sanitary sewerage lines and water lines, road crossings for required street connections, and outfalls for SWM facilities. Road crossings of streams and/or wetlands may be appropriate if placed at the location of an existing crossing or at the point of least impact to the regulated environmental features. SWM outfalls may also be considered necessary impacts if the site has been designed to place the outfalls at points of least impact.

The types of impacts that can be avoided include those for site grading, building placement, parking, SWM facilities (not including outfalls), and road crossings where reasonable alternatives exist. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with County Code. Impacts to regulated environmental features must first be avoided and then minimized. The SOJ must address how each on-site impact has been avoided and/or minimized.

The site contains regulated environmental features. According to the previously approved CSP and TCP1, impacts to the PMA were approved for the development of access to the site, structures and associated retaining walls, for the installation of SWM devices and outfalls, and for a path to connect the two sections of the development. These PMA impacts were approved to impact the on-site stream, stream buffer, and non-tidal wetlands and buffer, and 100-year floodplain. After communications with DPIE and further review and minimization, a revised SOJ was submitted minimizing approved impacts and adding a PMA impact.

Statement of Justification

Submitted with this application is a revised SOJ that was approved with the CSP. After further engineering, it was determined that the previous Impact Area 6 for a SWM facility was no longer required, and that an expansion to the previously approved Impact Areas 5 and 6 for the sewer line connection and stormwater grading was needed. The minimization of the approved PMA impacts and the revised SOJ is supported.

Analysis of Impacts

Based on the revised SOJ, the applicant requested to change Impact Areas 5 and 6 for an overall net reduction in impacts. PMA Impacts 1 through 4 were approved with CSP-16001 and have not changed with this PPS application.

Impact 5

The previously approved impact area called for a sanitary sewer connection with permanent disturbance of approximately 6,523 square feet of PMA (steep slopes and stream buffer).

As part of this PPS application, the applicant is proposing 185 square feet of PMA impact above what was approved with CSP-16001. This impact is due to a redesign of the previously approved connection to an existing sanitary sewer line within the on-site stream system. This connection represents the best location, considering the topography of the site, to accommodate the proposed development in the western section of the site.

Impact 6

The previously approved impacts were for 5,710 square feet of PMA, for a bioretention facility, two outfall structures, and associated grading. The disturbance is due to the proposed outfall necessary to provide water discharge from the proposed townhomes and cul-de-sac.

As part of this PPS application, the applicant proposes to revise approved Impact Area 6 to remove the impacts for a bioretention facility and one outfall structure and add impacts for one outfall structure and associated grading.

Analysis of Impacts

The site contains significant regulated environmental features, which are required to be protected under Section 24-130(b)(5). Based on the level of design information currently available, the limits of disturbance shown on the TCP1 and the impact exhibits provided, the regulated environmental features on the subject property have been preserved and/or restored to the fullest extent possible. The updated Impact Areas 5 and 6 for sewer line connection, and outfall and associated grading are reasonable for the orderly and efficient development of the subject property.

16. **Urban Design**—Conformance with the Zoning Ordinance (Subtitle 27) is evaluated as follows:

Conformance with the Requirements of The Development District Overlay (D-D-O) Zone Standards of the 2000 Approved Addison Road Metro Town Center Sector Plan and Vicinity

The subject site is governed by the D-D-O Zone standards approved with the sector plan that requires DSP review for the proposed redevelopment of the subject site. There is no previously approved DSP governing the site. In accordance with the sector plan, D-D-O standards replace comparable standards and regulations in the Zoning Ordinance. Wherever a conflict exists between the D-D-O standards and the Zoning Ordinance, or the 2010 *Prince George's County Landscape Manual* (Landscape Manual), the D-D-O will take precedence. For development standards not covered by D-D-O Zone standards, the Zoning Ordinance or the Landscape Manual shall serve as the requirements, as stated in Section 27-548.21 of the Zoning Ordinance.

Conformance with the Prior Approvals

Condition 2 of CSP-16001 regarding Urban Design is copied below:

- 2. **At the time of detailed site plan and preliminary plan of subdivision as indicated, the applicant shall:**
 - d. **Address compatibility issue between the proposed townhouses and multistory multifamily apartment buildings in the eastern development pod by providing sufficient setbacks; and between the proposed multistory assistant living building with the existing townhouse community by providing vertical division of the elevations that will be visible from the townhouse community to avoid horizontal expanse of the institutional building. This shall also be addressed with the PPS.**

An SOJ submitted on December 18, 2020 by the applicant’s representative indicates that Condition 2d has been addressed, as the single-family attached dwellings facing the multifamily dwellings will be four-stories in height compared to the five-story multifamily units. The applicant also notes that there will be buffers on Parcels G and I, as they are adjacent to townhouse lots. This will need to be further evaluated at the time of DSP.

Conformance with the 2010 Prince George’s County Landscape Manual

In accordance with Section 27-548, landscaping, screening, and buffering within the M-X-T-Zone should be provided pursuant to the provisions of the Landscape Manual. Since the site is also located in the Addison Road Metro Town Center D-D-O, the D-D-O Zone landscape standards will govern this development. Only those landscape requirements in the Landscape Manual that are not modified by the D-D-O Zone landscape standards will be applicable to the proposed development. Conformance with the applicable D-D-O Zone landscape standards and the applicable requirements of the Landscape Manual will be determined at time of DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area in TCC. The subject site is 39.68 acres, and will be required to provide a minimum of 3.97 acres of the tract area in TCC. Conformance with this requirement will be evaluated at the time of DSP.


BE IT FURTHER RESOLVED, that an appeal of the Planning Board’s action must be filed with Circuit Court for Prince George’s County, Maryland within thirty (30) days following the date of notice of the adoption of this Resolution.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, April 22, 2021, in Upper Marlboro, Maryland.

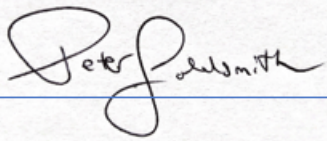
Adopted by the Prince George's County Planning Board this 13th day of May 2021.

Elizabeth M. Hewlett
Chairman


By Jessica Jones
Planning Board Administrator

EMH:JJ:AH:nz

APPROVED AS TO LEGAL SUFFICIENCY



M-NCPPC Legal Department
Date: April 29, 2021



137 National Plaza, Suite 300
National Harbor, MD 20745

4200 Parliament Place, Suite 220
Lanham, MD 20706

METRO CITY
Detailed Site Plan (DSP-20012)
Statement of Justification

I. Property Description

Metro City LLC (hereinafter “Applicant”) is the developer and owner of the properties that are the subject of this application. These vacant, unimproved properties consist of three parcels that are located between Addison Road to the east and Rollins Avenue to the west, just over a half mile south of the Addison Road Metro Station. More specifically, they are (i) (Tax account # 2084325), (ii) Parcel 211 (Tax account # 2054898) and (iii) an unnamed parcel (Tax account #1998038), totaling 39.68 +/- acres (collectively, the Parcels are the “Subject Property”).

The Subject Property is currently zoned M-X-T (Mixed-Use Transportation), and is located just inside the boundary of the approved October 2000 Addison Road Metro Town Center and Vicinity Sector Plan and Sectional Map Amendment (the “Sector Plan”). Moreover, the Subject Property is in the Development District Overlay Zone (the “DDOZ”). The Subject Property is located within a neighborhood broadly defined by the following natural and man-made boundaries: Approximately 3,000 feet +/- to the north is Central Avenue (MD-214); the subject property is bounded on the south by Walker Mill Road; Rollins Avenue is to the west; and the eastern portion of the property has frontage on Addison Road, as Addison Road is just east of the property.

Topographically, the Subject Property is bisected by the Cabin Branch Tributary, with land on the east and west sides of the stream. Furthermore, the Subject Property is steeply-sloped, presenting physical challenges to its

development. Accordingly, the Subject Property must be filled with fill dirt to raise the elevations to buildable levels. Nonetheless, once filled, there will be approximately 20 +/- acres available for development.

The development, known as “Metro City”, will be a continuation of a development concept that has already begun to materialize in the area: walkable communities that preserve road and pedestrian circulation patterns as promoted in the Addison Road Metro Town Center & Vicinity Sector Plan. Metro City will be situated next to the “Park at Addison Metro” and “Brighton Place” developments, both of which are located in Subarea 4 - Addison South of the Sector Plan.

Metro City is a 2-phased development project. Phase 1 is on the Rollins Avenue side and will include the development of four parcels (Parcels A, G, H and I), which will include a mixture of 72 high-quality townhomes with square footages up to 2,400-3,300 square feet of finished space, 435 assisted living and elderly housing units. The townhouses will be 3 and 4 stories, with 1- and 2-car, front-loaded garages. Townhouses will start in the upper \$340,000.00 range, appealing to many working professionals in the region, including teachers, police, firemen, EMS personnel and government employees who desire to be located within walking distance of a Metro Station. Nonetheless, Metro City will also feature jitney buses that provide shuttle services to and from the Addison Road Metro Station during all Metro operating hours, and these buses will also double as security patrol for the development.

As noted above, Metro City will feature senior living. Two senior living buildings are proposed. One is on Parcel I. It is a 5-story building with 114 units. This building will provide 3 levels (170 spaces) of underground parking, and twelve (12) surface parking spaces. The other senior living building is on Parcel G. It will have 126 units, also with 2 levels (148 spaces) of underground parking and twenty-seven (27) surface parking spaces.

In addition to the two senior living buildings, there will be an Assisted Living Building on Parcel H. It will be a 5-story building with roof-top access. The Assisted Living Building will have 195 units. The roof-top will have a putting green and a garden for residents to enjoy. Other amenities throughout the Assisted Living facility will be a dining room, an in-house salon, a library and activity space. In total, there will be a minimum of 3,000+/- square feet

of amenity space. Additionally, the building will feature a private, interior courtyard for the residents as well as roof-top amenities similar to the senior living building on Parcel I. This building also has underground parking.

With regard to the assisted living proposed at Metro City, Prince George’s County has a need for facilities that care for the elderly. According to a study on senior housing conducted by The Maryland-National Capital Park & Planning Commission (“M-NCPPC”), Prince George’s County’s 65+ population is projected to grow faster than in the rest of the state of Maryland, and indeed the U.S. (Study, Part 1. Profile of Prince George’s County and DC Metro Area, Page 41). Additionally, the study notes that “Prince George’s County is underserved relative to independent living, assisted living and Alzheimer’s care.” Further, the study concludes that “the elderly population will continue to increase for at least the next decade,” and so will the demand for elderly services. (Study, Part 2. Trends: Conclusions, Page 50). As alluded to above, Metro City will provide both senior living space and an Assisted Living Facility to provide a supportive environment of care to elderly residents who are unable to live independently, and require assistance with activities of daily living activities. This facility will provide an assortment of services for the elderly, including living and sleeping facilities, preparation of meals, laundry services, housekeeping, transportation to and from regular social and medical appointments, and 24-hour adult supervision, observation and non-clinical counseling to the elderly residents.

Demand for housing in the District of Columbia real estate is high, and has resulted in prices that mid-income professionals can no longer afford. Condominium units located near Metro Stations routinely sell for prices exceeding \$500,000. Simply put, many people in the workforce can no longer afford to reside in the District and are looking for alternative places to live that are close to where they work. Prince George’s County offers a very attractive opportunity to such buyers, and Metro City presents an even more attractive opportunity for the County to capture this market, and expand its tax base by bringing hundreds of tax-paying families to the County.

II. Nature of the Request

Prince George’s County Zoning Ordinance section 27-285(b) provides the requirements the Applicant must meet with respect to the Detailed Site Plan to secure the approval of the Planning Board:

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.
- (2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).
- (3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.
- (4) 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).

***RESPONSE:** As demonstrated by the Applicant's detailed site plan, and as discussed further herein, the proposed development is a reasonable alternative for satisfying the site design guidelines without unreasonable costs and detracting from the utility of the proposed development for its intended use. Additionally, as detailed in the Applicant's previously approved CSP, the proposed development is in general conformance with the CSP. Further, the Applicant's DSP demonstrates the preservation of the regulated environmental features in a natural state to the fullest extent possible. Further, Applicant's DSP demonstrates the preservation of the regulated environmental features in a natural state to the fullest extent possible.*

III. The Proposed Development Is In Conformance With The Approved Subregion 4 Master Plan And The Prince George's Plan 2035

A. Subregion 4 Master Plan.

The Subject Property was previously within the boundaries of the Approved Addison Road Metro Town Center and Vicinity Sector Plan. Although the Master Plan component of this plan has been replaced by the Approved Subregion 4 Master Plan as of 2010, the DDOZ was not replaced and remains relevant as it contains the development district standards that are still applicable to the proposed development. Note that the Addison Road Metro Town Center and Vicinity Sector Plan set four primary goals as purposes, emphasizing the need for revitalization of the area and the need to accommodate users of the Metro station and pedestrians. The development district standards were written as design criteria to implement these goals. The Sector Plan summary states the following:

“The chief single purpose of the sector plan is to maximize the public benefits from the Addison Road Metro Station. Built on a widened and improved Central Avenue, the Addison Road station represents years of transportation planning and construction and millions of dollars of public investment. The

station connects the ARM Town Center to the many employment, shopping, recreation, and business opportunities available to users of the Washington Metro system.”

As indicated above, the Addison Road Metro Town Center and Vicinity Sector Plan has four primary goals or purposes which have also been carried forward to the Approved Subregion 4 Master Plan, and which continue to inform the current vision of this Master Plan.

Consider further that the vision for Subregion 4 is a vibrant community where quality of life is improved, neighborhoods are preserved, and a variety of high-quality housing types for a range of incomes. Specifically, there will be increased opportunities for workforce, single-family home ownership, new opportunities for mixed-use and mixed-income housing, as well as low-rise, medium-density multi-family rental housing. *See*, Subregion 4 Plan, Page 279. To realize this goal, the General Plan recommended two key policies (General Plan Policies 1 & 2): (i) General Plan Policy 1 provides opportunities for high-density housing within centers, at selected locations along corridors, and in mixed-use areas; and General Plan Policy 2 is designed to ensure high-quality housing for all price ranges while encouraging development of a variety of high-value housing.

Given the intense focus of the Subregion 4 Master Plan to promote more dense residential development within areas in close proximity to existing Metro Stations, Metro City is just the type of development project envisioned by the Master Plan. While the Subregion 4 Master Plan supports medium to high-density residential housing and mixed-use near transit stations, and recognizes that the entire area in proximity to the Addison Road Metro Station is in need of revitalization to attract business and residents, this goal cannot be met under the existing circumstances peculiar to the immediate and general area surrounding the Metro Station.

The Subregion 4 Master Plan also recognizes that the subregion as a whole contains unique locations where newer and older suburban neighborhoods converge. The vision of the plan is to balance these newer and older neighborhoods with development that is more urban in character. It is this very scenario that Metro City captures. Metro City offers a well-balanced mix of multifamily, owner-occupied, and rental properties for all age groups, in a range of price points in an established neighborhood - a key recommendation of the Subregion 4 Master Plan.

Furthermore, the Subregion 4 Master Plan recognizes that there is limited retail and service options in both the variety and quality particularly with respect to dining options. Metro City will address these deficiencies by providing a diverse mix of neighborhood-serving retail to meet the needs of its residents, as well as the residents in near-by communities.

With respect to the Subregion 4 Master Plan, specific policies and strategies related to the general area of the proposed Metro Center development can be found on Page 64 of the Subregion 4 Master Plan. According to the Master Plan, the sites identified under the strategies will serve as pilot projects and catalysts for continued change in the subregion. It is important to note that the Master Plan signals that there is flexibility in its recommendations as the plan states that additional strategies and other sites may be identified for land use redevelopment and urban design improvements.

B. Plan 2035.

Plan 2035 provides the new roadmap for Prince George’s County focusing on public investment in targeted transit-oriented commercial and mixed-use centers. Plan 2035’s strategy is to attract new private investment, businesses, and residents to the County to generate the revenue the County needs to provide well-maintained, safe, and healthy communities, improved environmental resources, high-quality public schools, and other critical services.

Importantly, Plan 2035 addresses the primary failures of the 2002 General Plan namely that development in the County has not been concentrated to effectively capitalize on existing transportation networks, the Addison Road Metro Station included. Further, Plan 2035 recognizes that in the Developed Tier there has been a failure to generate the critical mass of residents, economic activity, and amenities essential to fostering vibrant and sustainable communities, and regionally competitive business environments. Moreover, Plan 2035 states that, “Prince George’s County is not prepared to meet the housing preferences of many of its seniors – a growing segment of its population – and young professionals – a critical component of its workforce and economic competitiveness.” *See*, Plan 2035, Page 102. According to Plan 2035, the County is facing a looming deficit in multifamily housing, particularly in walkable and mixed-use, transit-accessible locations.

The proposed Metro City directly addresses these deficits by providing a high density, mixed-use development that includes various housing types, including multifamily, condos and townhouses, as well as senior units. Plan 2035 recognizes that without more development in areas inside of the Capital Beltway and in proximity to transit, like that which is proposed by Metro City, the County’s economic competitiveness in the region will be undermined. *See*, Plan 2035, Page 102.

Consider further that Plan 2035 designates the Addison Road Metro Station as a Local Center – a “focal points of concentrated residential development and limited commercial activity.” *See*, Plan 2035, Page 106. To be sure, Plan 2035 states the following with regard to the core and edge of a local center:

“In the Regional Transit Districts, the development is more dense, often with offices, apartments, condominiums, retail, and other uses arranged vertically within buildings. Mixed –use development may be arranged vertically, but uses may also be integrated horizontally, especially in Local Centers, in a series of buildings organized and sited to support walkability....

Walkable, mixed-use areas, including transit-oriented developments, are often *roughly one-half mile* in diameter and organized around a core and edge. An entry to a Metro station or another transit stop is often located at the center of the core, with the most dense and intense development growing out from this point. Best practices dictate that employment and retail uses be concentrated in the core and that the edge include more of a residential mix with less of an emphasis on commercial uses.” *See*, Plan 2035 at P. 109.

Metro City will be able to take advantage of the extensive transit and transportation infrastructure that exists at the Addison Road Metro Center, in an area that has the long-term capacity to become a mixed-use, economic generator for the County. Metro City is appropriately located and is in keeping with Plan 2035, in delivering new types of residential options, as well as limited commercial, including office and retail uses.

Plan 2035 specifically recommends as a tier-specific policy that investments made into this tier should be coordinated and strategically targeted to expand the County’s commercial tax base by attracting and retaining new employers and workers, leveraging private investment, and capitalizing on transit-oriented development opportunities. As the only large parcel of undeveloped land within close proximity to the Addison Road Metro Center, there is a unique opportunity to carry out the vision of the Subregion 4 Master Plan and Plan 2035, both of which promote medium to high-density mixed-use developments within walking distance of a Metro Center. Metro City boasts an easy walking distance to the Addison Road Metro Station, as well as impressive options of residential

housing types, to include multifamily, condominiums, townhomes, as well as senior units. Consider further, at present, there is no grocery store in close proximity to this community, nor are there any cafés and eateries, coffee shops, dry cleaners or other retail options to accommodate the residents in the area. The types of limited commercial uses that will be located at Metro Center will be in harmony with the recommendations of the Subregion 4 Plan, and will not only be beneficial to the residents, but will also provide much-needed jobs in the area.

For all of the reasons stated above, the proposed Metro City development conforms to the purposes and recommendations of Plan 2035 and the Approved Subregion 4 Master Plan.

IV. THIS REQUEST IS IN HARMONY WITH THE PURPOSES OF THE M-X-T ZONE (27-542).

Pursuant to Zoning Ordinance section 27-542:

(a) The purposes of the M-X-T Zone are:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, 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;**

RESPONSE: *The process the Applicant must engage to bring the proposed Metro City development to fruition will include approval of a Preliminary Plan of Subdivision, Conceptual Site Plan, Detailed Site Plan and building permits. Obtaining these approvals will ensure orderly development of the subject property. Further, the proposed mixed-use development is in the vicinity of a major intersection, that being the intersection of Central Avenue (MD-214) and Addison Road, and is just over a half mile from the Addison Road Metro Station. This development will enhance the economic status of the County and provide an expanding source of desirable employment. Upon completion, Metro City is projected to have 147,400+/- square feet of commercial/retail space to be occupied by various employers who will provide desirable employment to residents of the County, and nearly 1,221 residential units of varied types and living opportunities for the citizens of the County. As previously indicated, Phase 1 of Metro City is proposed to have 72 high quality town houses, 240 senior living units dedicated to the 55+ population, and 195 assisted living units.*

Also, the subject site will have to be filled with a significant amount of dirt to level the site. The fill operation will produce a number of temporary jobs and significant dollars in new revenue, and the site clearing, grading, sediment control, stormwater management and traffic control will also produce temporary jobs and increase revenue.

- (2) 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;**

RESPONSE: *As noted above, Metro City will be a continuation of the concept that has already begun to materialize in the area, a walkable community that preserves the road and pedestrian circulation patterns promoted by the Sector Plan. Metro City will be situated right next to the Park at Addison Metro and Brighton Place developments, both of which are located in the Subarea 4 (Addison South) of the Sector Plan. By expanding the variety of residential units*

available at this location, along with all the other mix of uses and site improvements that the Applicant is proposing, the goal of conserving the value of land and buildings by maximizing the private development potential will be furthered.

(3) To promote the effective and optimum use of transit and other major transportation systems;

RESPONSE: *The proposed Metro City development is located just over a half mile south of the Addison Road Metro Station which is an easy walking distance for most people, in particular those who enjoy the health benefits of walking. Given its close proximity to the Metro, along with the shuttle that will be provided for the development, which will transport residents to and from the Metro Station 20 hours a day, this development will certainly capitalize on transit usage in a very effective way.*

(4) 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;

RESPONSE: *Many of the commercial uses, such as the proposed restaurants and other businesses, will be open well past workday hours and therefore facilitates a twenty-four (24) hour environment for those who live, work in, or visit the area.*

(5) To encourage diverse land uses which blend together harmoniously;

RESPONSE: *This site is adjacent to two residential communities, the Park at Addison Metro and Brighton Place. As described above, Metro City - Phase 1, will offer a mix of uses that include townhomes, over-55 units and an assisted living facility. Phase 2 will include 147,400 +/- square feet of commercial/retail space. All of the proposed uses are intended to blend together harmoniously. The commercial uses will serve the residents who live in the proposed development and neighboring development, and those visiting the area as well. There will be offices, retail stores, restaurants and other businesses that will meet the needs of the residents. The subject Detailed Site Plan application also satisfies the requirement of the M-X-T Zone to provide a minimum of two uses on the property.*

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

RESPONSE: *Metro City will present a number of individual uses within a distinctive visual character. It will be a continuation of the distinctive visual character and identity that has already been established through the neighboring developments, The Park at Addison Metro and Brighton Place. Development of the subject vacant property will further the goal of creating dynamic, functional relationships among individual uses by remaining in character with the adjacent uses and developing the site in a manner that will further build upon the functional relationships already in place. Connecting road networks and pedestrian walkways will go a long way in creating the dynamic and functional relationships among the individual uses that will make this community a great place to live.*

(7) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;

RESPONSE: *The Applicant's Detailed Site Plan application furthers the goal of promoting optimum land planning. To be sure, the Detailed Site Plan process involves various agencies and departments having the ability to comment and make recommendations that serve to improve and optimize land use.*

(8) To permit a flexible response to the market; and

RESPONSE: *As discussed above, there is high demand in the current market demand for affordable, upscale mixed-use community with Metro accessibility due in large part to the resurgence of the D.C. real estate market, which has resulted in prices that mid-income professionals can no longer afford. Condos in D.C. that are located near Metro Stations are currently selling for prices that exceed \$500,000. Many people in the D.C. workforce can no longer afford to reside in the District and are looking for alternative places to live that are close to where they work. Prince George’s County looks very attractive to buyers right now, especially locations that provide quality mixed-use development near a Metro Station. Metro City presents an opportunity to capture this market and bring hundreds of tax paying families to the County.*

(9) 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.

RESPONSE: *Metro City will be designed as a high-quality community, and architecturally will live up to the expectations of today’s homebuyer.*

V. THE PROPOSED DEVELOPMENT SATISFIES THE SPECIFIC PURPOSES OF THE DEVELOPMENT DISTRICT OVERLAY ZONE.

Sec. 27-548.20 – Purposes.

The specific purposes of the Development District Overlay Zone are:

(1) To provide a close link between Master Plans, Master Plan Amendments, or Sector Plans and their implementation;

Response: *The proposed development comports with the purposes and intent of the Master Plan and Sector Plan for the area. The Subregion 4 Master Plan recommends rezoning vacant or underutilized land to achieve planned densities. The rezoning of this site was achieved under approved CSP-16001 in 2018. The Subregion 4 Master Plan and the Addison Road Metro Town Center and Vicinity Sector Plan promote more dense residential development of areas in proximity to Metro stations. The Sector Plan emphasizes the need for revitalization of the area and the need to accommodate users of the Metro station and pedestrians.*

Subregion 4 is envisioned to be a vibrant community where quality of life is improved, neighborhoods are conserved, and a variety of high-quality housing types for a range of incomes exist. Metro City meets the goal of revitalizing the area, and adheres to the goal of locating transit-oriented development near Metro stations. Metro City will feature higher development densities favoring Metro users and pedestrians, thereby offering the benefits of its close proximity to the Metro station to the greatest number of residents and businesses.

The DSP is designed to implement the design themes established in the Sector Plan for this metro-related development. Metro City offers a mix of multifamily and new commercial uses in an established neighborhood. Further, in keeping with the Subregion 4 Plan’s vision for limited commercial uses, this development can meet a need that currently exists in the area for retail and commercial uses. At present, there are no nearby cafés and eateries, a major grocery store or other retail options to accommodate the future residents. The types of limited commercial uses that will be located here will be in harmony with the recommendations of the Subregion 4 Plan and beneficial to the residents and surrounding community.

(2) To provide flexibility within a regulatory framework to encourage innovative design solutions;

Response: *The proposed will also employ sustainable site features such as native plantings and pervious surface parking spaces. Additionally, there will be bike storage to help reduce reliance on the vehicle. All the townhouse driveways will also be made of pervious material to assist with storm water management and run-off. Innovate*

design at Metro City is also showcased through the recreational areas that are innovatively placed on the roof top decks to provide places of serenity in an urban setting. Roof top gardens are also innovative designs that service multiple purposes from beautification, gardening activities for the residents and stormwater management.

(3) To provide uniform development criteria utilizing design standards approved or amended by the District Council;

Response: This DSP application demonstrates conformance with the Addison Road Metro Town Center and Vicinity Sector Plan. The Sector Plan includes design standards that the proposed development will adhere to, unless any such standards are amended by the District Council.

(4) To promote an appropriate mix of land uses;

Response: The proposed development meets this purpose by proposing an appropriate mix of land uses that include a variety of uses.

(5) To encourage compact development;

Response: This is a compact development, which favors Metro users and pedestrians and offers the benefits of the Metro station to the greatest number of residents and businesses. It provides significant density on this site which is a short walk from the Addison Road Metro Station.

(6) To encourage compatible development which complements and enhances the character of an area;

Response: Metro City is a unique location where newer and older suburban neighborhoods converge. The Vision of the Subregion 4 Master Plan is to balance these newer and older neighborhoods with development that is more urban in character. Metro City offers a well-balanced mix of multifamily, owner-occupied, and rental properties for all age groups. About a half mile north of the proposed development is the Addison Road Metro Station. The proposed development will feature retail and commercial uses to serve the residents and the surrounding community. It will continue the trend of mixed-use which has already taken root in the immediate area of the subject site. The layout of the site will provide direct pedestrian access to the Metro station, consistent with the neighboring communities, which provide critical connections to Addison Road.

(7) To promote a sense of place by preserving character-defining features within a community;

Response: Metro City will further a concept that has already been established in the area, which is a walkable community that preserves road and pedestrian circulation patterns promoted by the Sector Plan. The layout of the site will provide direct pedestrian access to the Metro station. Metro City will also feature jitney buses that provide shuttle services to and from the Addison Road Metro Station during all Metro operating hours, and these buses will also double as security patrol for the development. Throughout the development there will be recreational facilities, which include the recreation provided for the assisted living facility and the senior living buildings as described above, along with courtyards and benches and a hiker-biker trail that runs throughout the community.

(8) To encourage pedestrian activity;

Response: Metro City promotes pedestrian activity by providing connectivity that ultimately leads pedestrians to both the Metro Station as well as to other areas outside of the property. The development plans for the subject site includes the installation of sidewalks along Addison Road and Rollins Avenue within the limits of the subject site. There will be pedestrian walking paths to aid Metro users and encourage pedestrians who live or work at Metro City

to ride the Metro as well as to walk, run or bike along the newly constructed sidewalks and walking trails that will be built as part of this new development. It is an easy walk to the Addison Road Metro, offering the benefits of its proximity to the Metro station to the greatest number of residents and businesses.

(9) To promote economic vitality and investment.

Response: Subregion 4 is envisioned to be a vibrant community where quality of life is improved, neighborhoods are conserved, and a variety of high-quality housing types for a range of incomes exist. Under the subject proposal, there will be increased opportunities for a new workforce, and new opportunities for mixed-use and mixed-income housing, as well as medium-density multi-family rental housing.

Plan 2035 specifically recommends as a tier-specific policy that investments made into this tier should be coordinated and strategically targeted to expand the County's commercial tax base by attracting and retaining new employers and workers, leveraging private investment, and capitalizing on transit-oriented development opportunities. The development will include a nearly \$500,000,000 investment in the Capitol Heights sub-market and replace currently vacant land with a vibrant new mixed-use community.

VI. THE PROPOSED DEVELOPMENT COMPLIES WITH THE DEVELOPMENT DISTRICT STANDARDS FOR THE ADDISON ROAD METRO TOWN CENTER

The Addison Road Sector Plan sets out four primary goals:

First, revitalizing the town center with new, upscale residential and commercial development. The entire town center area is in need of revitalization, to attract new businesses and residents.

(i) Metro City will address the need for revitalization in the Addison Road Metro Station area. In keeping with current development trends, when approved, Metro City would be the fourth residential use project, following the Addison South I & II (Brighton Place) and The Park at Addison Metro developments. Metro City will be an upscale, mixed-use, gated community with an urban streetscape. Metro City will be a continuation of the concept that has already begun to materialize in the immediate area, and the site will be designed to be complementary to the existing, neighboring developments

Second, promoting transit-oriented development near the Metro Station. Transit-oriented development serves Metro users, not the automobile.

(ii) Providing meaningful and abundant access to public transit lies at the core of the Metro City development. Note that adjacent developments form a grid pattern layout which provides direct pedestrian access to the Metro. Metro City will extend this pattern to enhance critical connections to Addison Road. As an added convenience, Metro City will offer shuttle service to and from the Addison Road Metro Station during all Metro operating hours. Metro City is planned as a transit-oriented development specifically intended to attract and serve Metro users.

Third, promoting pedestrian-oriented development. Pedestrian-oriented development aids Metro users and will encourage pedestrians to use residential and commercial properties near the Metro station.

(iii) *The development of Metro City will enhance the public streetscape for use by pedestrians with a layout that will help reduce potential conflict between pedestrians and automobiles throughout the site. While the automobile will be provided for in the development site, pedestrian and vehicular conflicts have been minimized.*

Fourth, promoting compact development in the form of a town center, with a town commons area at Addison Road and MD 214, next to the Metro station. Compact development, with higher development densities favoring Metro users and pedestrians, offers the benefits of the Metro station to the greatest number of residents and businesses. See, page 2 of the Development District Standards for the Addison Road Metro Town Center.

(iv) *The proposed development furthers the compact form of development envisioned by the DDOZ. The proposed layout is dense and urban, fulfilling the vision of the Sector Plan to create an urban environment in close proximity to the Metro.*

The attached Chart contains the Development District Standards for the Addison Road Metro Town Center Development District Overlay Zone (hereinafter, the “DDOZ Standards”). The standards were developed specifically to address development within the Addison Road Metro Town Center. Notwithstanding, the Applicant complies with nearly all of the development district standards. The only standard that the Applicant seeks to amend is related to residential garages. The standard states:

"Residential garages shall be sited to reduce their visual impact on the street. Alternatives should be pursued which locate the garage towards the side or rear of a lot, or at minimum recess the garage at least six feet from the front building faced."

Though this standard is not being met, Section 24-128(b)(8) allows multifamily as well as single-family attached lots within a Development District Overlay (D-D-O) to use a private road as a means of vehicular access. It should be noted that all of the streets within the subdivision are provide. In this case, a private street, that being Metro City Street (Parcel Q), is providing vehicle access to the Phase 1 residential and residential garages. As such, the Applicant hereby requests an amendment to the DDOZ standard to allow this alternative.

VII. THE DETAILED SITE PLAN AND PRELIMINARY PLAN OF SUBDIVISION IS IN CONFORMANCE WITH THE APPLICABLE CONDITIONS ATTACHED TO PREVIOUSLY APPROVED CSP.

The Applicant’s Detailed Site Plan is in conformance with the following conditions of the CSP:

2a. Provide eight-foot-wide sidewalks along the subject site’s entire frontages of both Addison Road and Rollins Avenue, unless modified by DPW&T.

Response: This condition is satisfied.

2b. Provide bike parking at the entrance area to the multifamily buildings, including assistant living facility and commercial/retail spaces.

Response: This condition is satisfied.

2c. Provide standard sidewalks along both sides of all internal roads, excluding private alleys, to the extent practical.

Response: This condition is satisfied.

2d. Address compatibility issue between the proposed townhouses and multistory multifamily apartment buildings in the eastern development pod by providing sufficient setbacks; and between the proposed multistory assistant living building with the existing townhouse community by providing vertical division of the elevations that will be visible from the townhouse community to avoid horizontal expanse of the institutional building. This shall be addressed with the PPS.

Response: This condition is satisfied. We have 4 -story units on all areas that face the 5-story buildings. Further, between Parcel I and the Townhomes there is a buffer which is part of Parcel A. Similarly, between Parcel G and the townhomes there will be another narrow buffer. These two buffers will be heavily landscaped to soften the vertical architectural elements.

2e. Provide the follow site plan notes:

“During the demolition and construction phases, this project will conform to construction activity dust control requirements as specified in the Maryland Standards and Specifications for Soil Erosion and Sediment Control.”

“During the demolition and construction phases, this project will conform to construction activity noise control requirements as specified in the Code of Maryland Regulations (COMAR).”

Response: The Applicant will adhere to these conditions.

3. Prior to acceptance of the preliminary plan of subdivision, Phase I (Identification) archeological investigations, according to Planning Board’s Guidelines for Archeological Review (May 2005), shall be submitted for the above-referenced property to determine if any cultural resources are present. Evidence of The Maryland-National Capital Park and Planning Commission (M-NCPPC) concurrence with the final Phase I report and recommendations is required prior to approval of the preliminary plan.

Response: This condition has been satisfied.

4. At the time of preliminary plan of subdivision, the applicant shall provide a detailed assessment of the primary management area (PMA) impacts, including consistent tabulations and area of steep slope disturbance within the PMA.

Response: This condition has been satisfied.

5. Prior to issuance of building permits with the subject property, the following road improvements shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency’s access permit process. The majority of these items have been included in the Capital Improvement Budget

a. MD 214 and Addison Road: The applicant has identified two options that mitigate the site’s impact and result in a CLV of less than 1,600.

1. Option 1 involves the construction of an eastbound right-turn lane on MD 214 at Addison Road.

Response: The Applicant will satisfy the requirements set forth in the applicable resolutions and/or Council decisions for this project, including the any final Council Decisions, related to the PPS and the CSP.

2. Option 2 involves the construction of a westbound double-left-turn lane on MD 214 at Addison Road.

Response: The Applicant will satisfy the requirements set forth in the applicable resolutions and/or Council decisions for this project, related to the PPS and the CSP.

This improvement, regardless of option chosen, shall be phased with the development, and the appropriate phasing shall be determined at the time of preliminary plan review. Because the improvement office two options, and the selected option should be clarified further at the time of preliminary plan review. It is advised that the “Transportation Review Guidelines” require further feasibility analysis, and this must be provided at the time of the preliminary plan review.

- b. Addison Road at the north and south site access points: At a time to be determined at the time of preliminary plan of subdivision, the applicant shall submit an acceptable traffic signal warrant study to the County for signalization at each of these locations. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of the County. If a signal or other traffic control improvements deemed warranted at that time, the applicant shall bond the signal with the County and install it at a time when directed by the County.**

Response: The Applicant will satisfy the requirements set forth in the applicable resolutions and/or Council decisions for this project, including the PPS and the CSP.

- c. Addison Road and Walker Mill Road: Reconfiguration of the westbound approach of Walker Mill Road, to consist of one left-turn lane and one shared left/right-turn lane.**

Response: The Applicant will satisfy the requirements set forth in the applicable resolutions and/or Council decisions for this project, including the PPS and the CSP.

6. A revised traffic study shall be required and submitted with the acceptance of the preliminary plan of subdivision, covering the same scope utilized for this plan. The study shall utilize current counters per the “Transportation Review Guidelines,” and shall appropriately the Maryland Department of Transportation and the Prince George’s County Department of Public Works and Transportation comments on the current study. Additionally, the study shall provide a feasibility analysis for the options recommended for improving the MD 214/Addison Road intersection, to assist in a determination of the most appropriate improvement.

Response: The Applicant will satisfy the requirements set forth in the applicable resolutions and/or Council decisions for this project, including the PPS and the CSP.

VIII. THE DETAILED SITE PLAN IS IN CONFORMANCE WITH THE APPROVED PRELIMINARY PLAN OF SUBDIVISION

On February 9, 2006, the Prince George’s County Planning Board (the “Planning Board”) approved Preliminary Plan of Subdivision 4-19044. The Planning Board’s written resolution (PGCPB No. 2021-53) was adopted on May 13, 2021. The PPS for 72 lots and 16 parcels was approved with conditions. The Applicant’s Detailed Site Plan is consistent with the approved conditions of the PPS, as follows:

:

- 1. Prior to signature approval of the preliminary plan of subdivision (PPS), the plan shall be revised**

to:

- a. Express the total square feet for Parcel B, D, H, and I on the PPS, consistent with the total square feet provided in the general notes.
- b. Correct the parcel reference on Note 23. Parcel “B” is not proposed to be dedicated to parkland.
- c. Show the entire Cabin Branch Trail to be 8 feet in width.
- d. Label all open space and road parcels to be conveyed to the community association.
- e. Remove bridge structures from the PPS
- f. Label Metro City Street as a private road parcel to be conveyed to the community association.

Response: The above conditions (a-f) have all been satisfied.

2. **A substantial revision to the mix of uses on the subject property that affects Subtitle 24 adequacy findings shall require approval of a new preliminary plan of subdivision, prior to issuance of any permits.**

Response: This is understood.

3. **Development of the site shall be in conformance with the approved Stormwater Management Concept Plan (48903-2016-00) and any subsequent revisions.**

Response: This is understood.

4. Prior to approval of a final plat:

- a. The final plat shall grant 10-foot-wide public utility easements along the public private rights-of-way.
- b. The applicant and the applicant’s heirs, successors, and/or assignees shall demonstrate that a community association has been established for the subdivision. The draft covenants shall be submitted to the Subdivision Section to ensure that the rights of the Maryland-National Capital Park and Planning Commission are included. The Liber/folio of the declaration of covenants shall be noted on the final plat, prior to recordation.
- c. The final plat shall reflect right-of-way dedication a minimum of 60 feet from the centerline along the property’s frontage of Addison Road South.

Response: Condition b has been satisfied, and conditions a. and c. are understood.

5. **Total development within the development areas accessing Rollins Avenue (Lots 1 through 72, plus development parcels G, H, and I) shall have a trip cap of 118 AM and 147 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new PPS, with a new determination of the adequacy of transportation facilities.**

Response: This is understood.

6. **Total development within the development areas accessing Addison Road South (development parcels D, E, and J) shall have a trip cap of 455 AM and 730 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision with a new determination of the adequacy of transportation facilities.**

Response: This is understood.

7. **Prior to approval of the initial detailed site plan proposing development within Parcels D, E, or J, the applicant shall submit an acceptable traffic signal warrant study to the County for signalization at Addison Road South at the north and south site access points. The applicant should utilize a new 12-hour count, and shall analyze signal warrants under total future traffic, as well as existing traffic at the direction of the County. If a signal or other traffic control improvements deemed warranted at that time, including northbound left-turn lanes or northbound left-turn bypass lanes, or some other reconfiguration of the access points, the applicant shall bond the signal and any improvements with the County and install the signal and any improvements at a time when directed by the County.**

Response: This comment has been satisfied.

8. **The private road, with two points of access from Addison Road South, used to serve proposed Parcels D, E, and/or J, shall be designed and constructed in such a way to connect the two access points to create a private street loop to serve all three parcels. This configuration shall be reflected on the detailed site plan. Access from the subject property onto Addison Road South shall be limited to the two locations reviewed with this preliminary plan of subdivision.**

Response: This comment will be addressed at the time of detailed site plan for Phase 2 which encompasses the Addison Road location.

9. **Prior to certification of the preliminary plan of subdivision, the Type 1 tree conservation plan shall be revised, as follows:**

a. Add the following note directly under the woodland conservation worksheet:

“NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25-122(b)(1)(G), approved by the Planning Board on February 26, 2018 for the removal of the following 3 specimen trees: ST-45, a 30-inch Tulip Poplar, ST-46, a 32-inch Tulip Poplar and ST-47, a 50-inch Tulip Poplar. Specimen trees ST-10, a 33-inch Tulip Poplar and ST-38 a 31-inch Tulip Poplar were removed prior to this application with the Beaverdam Basin Sanitary Sewer System Rehabilitation project.”

Response: This note has been added under the woodland conservation worksheet.

10. **At the time of final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the floodplain, as determined by the Prince George’s County Department of Permitting, Inspections and Enforcement, on August 11, 2017, and all stream buffers shall be reviewed by the Environmental Planning Section, prior to approval of the final plat. The following note shall be placed on the plat:**

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."

Response: This is understood and the applicant will address this condition at the time of final plat.

11. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the U.S., the applicant shall submit copies of all federal and state wetland permits, evidence that approval conditions have been completed, and associated mitigation plans.

Response: This is understood.

12. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-004-2017-01). The following note shall be placed on the final plat of subdivision:

"This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-004-2017-01), or as modified by the Type 2 Tree Conservation Plan and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland and Wildlife Habitat Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved Tree Conservation Plans for the subject property are PGCPB No. 2021-53 File No. 4-19044 Page 4 available in the offices of the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department."

Response: This is understood and the applicant will address this condition at the time of final plat.

13. Prior to issuance of permits for this subdivision, a Type 2 tree conservation plan shall be approved. The following note shall be placed on the final plat of subdivision:

"This plat is subject to the recordation of a Woodland Conservation Easement pursuant to Section 25-122(d)(1)(B) with the Liber and folio reflected on the Type 2 Tree Conservation Plan, when approved."

Response: This is understood and the applicant will address this condition at the time of final plat.

14. Prior to approval of building permits, the applicant and the applicant's heirs, successors, and/or assignees shall convey to the community association, land, as identified on the approved preliminary plan of subdivision and detailed site plan. Land to be conveyed shall be subject to the following:

a. A copy of the recorded deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division of the Maryland-National Capital Park and Planning Commission.

b. All waste matter of any kind shall be removed from the property, and all disturbed areas shall have a full stand of grass or other vegetation, upon completion of any phase, section, or the entire project.

c. The conveyed land shall not suffer the disposition of construction materials or soil filling,

other than the placement of fill material associated with permitted grading operations that are consistent with the permit and minimum soil class requirements, discarded plant materials, refuse, or similar waste matter.

d. Any disturbance of land to be conveyed to the association shall be in accordance with an approved site plan and tree conservation plan. This shall include, but not be limited to, the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement, and stormdrain outfalls.

e. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to the association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by the Development Review Division of the Prince George's County Planning Department.

f. The Prince George's County Planning Board, or its designee, shall be satisfied that there are adequate provisions to ensure retention and future maintenance of the property to be conveyed.

Response: *These conditions (a-f) are understood and will be addressed by the applicant at the appropriate time.*

15. At the time of final plat, in accordance with Section 24-134(a)(4) of the Prince George's County Subdivision Regulations, approximately 5.95 acres of parkland, as shown on the preliminary plan of subdivision (Parcel K) shall be shown to be conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC). The land to be conveyed shall be subject to the following conditions:

a. An original, special warranty deed for the property to be conveyed, (signed by the Washington Suburban Sanitary Commission Assessment Supervisor) shall be submitted to the Subdivision Section of the Development Review Division of the Maryland-National Capital Park and Planning Commission, along with the application of the first record plat.

b. The M-NCPPC shall be held harmless for the cost of public improvements associated with land to be conveyed, including but not limited to, sewer extensions, adjacent road improvements, drains, sidewalls, curbs and gutters, and front-foot benefit charges, prior to and subsequent to, application of the building permit.

c. The boundaries and acreage of land to be conveyed to M-NCPPC shall be indicated on all development plans and permits, which include such property.

d. The land to be conveyed shall not be disturbed or filled in any way without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR). If the land is to be disturbed, DPR shall require that a performance bond be posted to warrant restoration, repair, or improvements made necessary or required by M-NCPPC development approval process. The bond or other suitable financial guarantee (suitability to be judged by the General Counsel's Office, M-NCPPC) shall be submitted to DPR within two weeks, prior to applying for grading permits.

e. All waste matter of any kind shall be removed from the property to be conveyed. All wells shall be filled and underground structures shall be removed. The Prince George's County Department of Parks and Recreation shall inspect the site and verify that land is in an acceptable condition for conveyance, prior to dedication.

f. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent land to be conveyed to or owned by M-NCPPC, the Prince George's County Department of Parks and Recreation (DPR) shall review and approve the location and design of these

facilities. DPR may require a performance bond and easement agreement, prior to issuance of grading permits.

g. No stormwater management facilities, or tree conservation or utility easements shall be proposed on land owned by or to be conveyed to M-NCPPC without the prior written consent of the Prince George's County Department of Parks and Recreation (DPR), who shall review and approve the location and/or design of these features. If such proposals are approved by DPR, a performance bond, maintenance, and easement agreements shall be required, prior to issuance of grading permits.

Response: *These conditions (a-g) are understood and most of them will be addressed by the applicant at the time of record plat.*

16. Prior to acceptance of a detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide the following pedestrian and bicycle facilities and shall show the following facilities on the detailed site plan:

- a. Eight-foot-wide sidewalks along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- b. Eight-foot-wide sidewalks along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- c. Bicycle lane along the subject property's frontage of Addison Road South, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- d. Bicycle lane along the subject property's frontage of Rollins Avenue, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- e. Minimum 6-foot-wide sidewalks on both sides of all internal streets, public or private, excluding alleys.
- f. Perpendicular or parallel ADA-accessible curb ramps at all intersections.
- g. Continental style crosswalks crossing the drive aisle at all vehicle access points.
- h. Outdoor bicycle parking at the multifamily buildings, assistant living facility, commercial/retail spaces, and Parcel A directly north of townhouse lots 62-67.

Response: *The applicant is complying with conditions a.-d. by providing a modified road cross section on Rollins Avenue, in order to provide 5-foot bike lanes and 8-foot sidewalks. Based on County Standards you are supposed to have some grass between the sidewalk and curb and gutter. The modification is that we are providing the sidewalk right behind the curb. On Addison Road South, the sidewalks and bike lanes will be addressed under a future detailed site plan application for Phase 2. Conditions e-h have been satisfied and are shown on the applicant's detailed site plan.*

17. Prior to acceptance of a detailed site plan for residential development in Phase 2, a noise analysis

shall be submitted to demonstrate that the interior of all residential buildings will be mitigated to 45 dBA Ldn or less, and that all outdoor activity areas will be mitigated to 65 dBA Ldn or less.

Response: These conditions will be addressed by the applicant at the time of detailed site plan for Phase 2, which is the Addison Road side of the property.

18. **Prior to issuance of building permits within the development areas accessing Addison Road South (Parcels D, E and/or J), the following road improvements shall (a) have full financial assurances, (b) have been designed per the appropriate operating agencies and (c) have been permitted for construction through the operating agency's access permit process:**
- a. Addison Road South and Walker Mill Road: Lengthen the southbound left-turn bay to provide adequate length in accordance with the Prince George's County Department of Permitting, Inspections and Enforcement requirements.**

Response: These conditions will be addressed by the applicant at the time of detailed site plan for Phase 2, which is the Addison Road side of the property.

19. In accordance with the 2009 Master Plan of Transportation the applicant and the applicant heirs, successors and/or assignees shall construct the Cabin Branch Trail, as follows: a. The western portion of the Cabin Branch Trail, from the sidewalk connection within the townhouse development up to the rear of Lot 68, shall be constructed during the development of Phase 1. This will include the trail connection up to the southwest property line and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/ Biker Trail Part 1. b. The remaining eastern portion of the Cabin Branch Trail, including the stream crossing, shall be constructed during Phase 2 of the development, and is shown on the applicant's Hiker/Biker Trail Exhibit as Hiker/Biker Trail Part 2.

Response: This is understood. The proposed Cabin Branch Trail is shown on the applicant's detailed site plan as described above.

20. Prior to a submission of a final plat of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall submit three original, executed public recreational facilities agreements (RFAs) for the construction of any master planned-trails to be constructed on land to be conveyed to The Maryland-National Capital Park and Planning Commission for approval by the Prince George's County Department Parks and Recreation (DPR). The RFA shall include appropriate assurances and triggers for construction to ensure completion of the facility. Upon approval by DPR, the RFA shall be recorded among the Prince George's County Land Records in Upper Marlboro, Maryland, with the recording reference noted on the final plat, prior to plat recordation.

Response: This is understood.

21. The detailed site plan shall reflect the location and design of the Cabin Branch Trail, and its connections to the development phases, in accordance with the Prince George's County Parks and Recreation Facilities Guidelines, and establish appropriate triggers for construction.

Response: The detailed site plan reflects the location and design of the Cabin Branch Trail and its connections to the development phases.

IX. IMPACTS TO REGULATED ENVIRONMENTAL FEATURES

The Applicant hereby requests approval from Section 24-130 of the Subdivision Regulations based upon the justification for disturbance in the Expanded Stream Buffer, which will be discussed herein. The subject site consists of three vacant, unimproved parcels that are located between Addison Road and Rollins Avenue, just over a ½ mile south of the Addison Road Metro Station. The properties which comprise this site are on the west side of Addison Road, east of Rollins Avenue. The subject properties are Parcels A-Q, totaling 39.68 +/- acres (hereinafter, the “subject property”). The subject property is currently zoned M-X-T (Mixed Use – Transportation Oriented).

The site proposed for development is dissected by the Cabin Branch Tributary, which separates Phase One and Phase Two such that the two development pods are on the east and west sides of the stream. The site is characterized by the following environmental features: streams, wetness, floodplain and steep slopes. In fact, the subject site is so steeply sloped that it must be filled with a significant amount of fill dirt to raise the elevations to buildable levels.

One of the required findings that the Planning Board must make is that the plan demonstrates the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5). As such, as part of the approval of the subject detailed site plan, the Applicant is requesting approval of impacts to regulated environmental features, which will be discussed in further detail below. The approved resolution under the Preliminary Plan of Subdivision (4-19044) specifies that “all impacts to the regulated environmental features and associated clearing and must be evaluated at the time of DSP to ensure that the is placed with the least number impacts (Woodland conservation -page 33). It should be noted that six PMA impacts that were proposed with the Preliminary Plan have been approved. At this time, the impacts for the trails have not yet been approved.

It should be noted that the hiker/biker trail has been divided into two phases of construction. A hiker/biker trail is proposed on the west side, which is from the sidewalk connection within the townhouse community up to the rear of lot 68. The trail runs around the rear of the townhomes. The trail will be constructed during the development of Phase One. This will include the trail connection up to the southwest property line as shown on the Hiker/Biker Exhibit. The remaining eastern portion of the Cabin Branch Trail, including the stream crossing, shall be constructed during Phase 2 of the development.

As indicated above, at the time of Preliminary Plan, the Applicant provided a detailed assessment of the impacts to the PMA, including tabulations and the area of steep slope disturbance within the PMA. Three master plan trail/bikeway issues impact the application, with a stream valley trail recommended along Cabin Branch (see MPOT map), and sidewalks and designated bike lanes recommended along both Addison Road and Rollins Avenue. The impacts requested herein are for Phase One only to match the current DSP. Any PMA impacts in the Phase Two portion of the development will be addressed under the future DSP for Phase Two.

With regard to the Hiker and Biker Trail disturbance in Phase One, there are three impact areas for which the Applicant is requesting approval. They are areas #7, #8 and #9, and follow the same format as the previously approved PMA. See, attached Impact Exhibits. These are the areas of disturbance to the PMA made by the trail connecting Phase One and Phase Two.

This request regarding impacts includes 14,963 square feet of stream and buffer disturbance, 0 square feet of wetland disturbance, for a total of 21,817 square feet of total PMA disturbance, and disturbance to the steep slopes associated with the stream, stream buffer, 100-year floodplain, and adjacent wetlands and associated buffers.

As described above, the Applicant is requesting a total of three impacts which are described separately below. The following impacts are provided pursuant to a required statement of justification for impacts to a “Regulated Environmental Features” as defined in Subtitle 24-130(B)(5) of the Subdivision Ordinance. The disturbances to the Primary Management Area (PMA) are due to installation of a hiker biker trail, which provides an important connection between Phase One and Phase Two.

Impact Exhibit Area # 7: PMA Impact for the Trail on Parcel K

The Impact Summary Table and Impact Exhibit #7 shows 0 square feet of permanent impact to stream buffer, and 9,593 square feet of permanent impact to PMA. This portion of the trail is located on Parcel K and will permanently impact an area of the approximately 10,533 square feet of PMA. This portion of the trail is in the middle of the site. The limits of disturbance includes disturbances to stream buffer, steep slopes and Primary Management Area.

a. Avoidance: The Metro City project is proposing a hiker biker trail through Metro City. The PMA disturbance is minor and does not have a major impact on the stream or any other environmental feature. There is no way to avoid the disturbance because it is a Master Plan requirement. The location of the trail was set under the Master Plan.

b. Minimization: The disturbance is relatively small. We have placed the trail to minimize the disturbances to the PMA by placing it in areas to avoid steep slopes.

Impact Exhibit Area # 8: PMA Impact for the Parcel K

Impact Exhibit #8 shows 9,593 square feet of permanent impact to stream buffer and 10,533 square feet of permanent impact to PMA. The disturbances are related to the stream buffer and Primary Management Area.

a. Avoidance: As noted above, this hiker/bike trail is mandated by the Master Plan.

b. Minimization: The disturbance is relatively small. The PMA disturbance is minor and does not have a major impact on the stream or any other environmental feature. We have placed the trail to minimize the disturbances to the PMA by placing it in areas to avoid steep slopes.

Impact Exhibit Area # 9: PMA Impact the Trail on Parcel K

The permanent impact of approximately 2,744 square feet of stream buffer is proposed on the northwest side of the 4,222 square feet, also on Parcel K. The impact on Area #9 is part of the trail appendix and is delineated on the Hiker/Bike Exhibit as required by the Master Plan. The trail is impacting steep slopes extending from the stream buffer.

It is the Applicant's contention that the limits of disturbance shown on the Impact Exhibits, which represent the regulated environmental features on the subject property, have been preserved and/or restored to the fullest extent possible. The impacts are necessary to accommodate the proposed Hiker Biker Trail which is a very important connection between Phase One and Phase Two of the development. The above-described impacts are unavoidable and have been minimized to the utmost extent practical. The Applicant respectfully requests approval of the impacts to the stream buffer and Primary Management Area.

X. CONCLUSION

The proposed Metro City development is in harmony with the general purpose and intent of both the Subregion 4 Master Plan, the Addison Road Metro and Vicinity Sector Plan and Prince George's Plan 2035. As demonstrated by the Applicant's detailed site plan, and as discussed herein, the proposed development is a reasonable alternative for satisfying the site design guidelines without unreasonable costs and detracting from the utility of the proposed development for its intended use. Additionally, as detailed in the Applicant's previously approved CSP, the proposed development is in general conformance with the CSP. Further, the Applicant's DSP demonstrates the preservation of the regulated environmental features in a natural state to the fullest extent possible. For all of the foregoing reasons, the Applicant respectfully requests approval of DSP- 20012.

Respectfully submitted,

SCUDDER LEGAL

By: /s/ *Traci R. Scudder* 12/20/2021

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*Attorney for Applicant*

| SITE DESIGN                                                                                                                                                                                                                                                                              |                    |           |                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                                                          | Compliant (Yes/No) | Responder | Response                                                                                                                                       |
| <b>S1. VEHICULAR CIRCULATION/ACCESS</b>                                                                                                                                                                                                                                                  |                    |           |                                                                                                                                                |
| A. Common, shared entrances (curb cuts) shall be utilized for access to nonresidential property, wherever feasible, instead of individual entry points to each property. The amount of curb cuts used shall be minimized.                                                                | YES                | Civil     | Compliant                                                                                                                                      |
| B. To minimize traffic conflicts, access to a property should be a sufficient distance away from major intersections.                                                                                                                                                                    | YES                | Civil     | The proposed entrances do not have any major intersection close by.                                                                            |
| C. Vehicular entrance drives shall permit safe and clear pedestrian crossings. Sidewalk material(s) should continue across driveway aprons.                                                                                                                                              | YES                | Civil     | Clear pedestrian crossing have been provided and sidewalk material will continue across driveway aprons.                                       |
| D. The width of entrance drives should be visually minimized, where appropriate, by the provision of a planted median of at least six feet in width separating incoming and outgoing traffic, especially if two or more lanes are provided in each direction.                            | YES                | Civil     | The width of the main entrances have been minimize.                                                                                            |
| E. Clear internal vehicular circulation shall be provided to link all redeveloped parcels within <b>Metro North</b> together. The internal circulation route shall be located adjacent to MD 214.                                                                                        | YES                | Civil     | The project is not within Metro North ; however, proper circulation has been provided to access Rollins Avenue.                                |
| <b>S2. PARKING AREAS</b>                                                                                                                                                                                                                                                                 |                    |           |                                                                                                                                                |
| A. Surface parking lots should be located to the side or rear of buildings to reduce the visual impact of parked cars and large expanses of asphalt adjacent to roadways. The number of parking spaces located between buildings and the street frontage of roadways shall be minimized. | YES                | Civil     | The number of surface parking spaces have been minimize and underground parking has been proposed to reduce the visual impacts of parked cars. |
| B. Shared parking lots shall be utilized, whenever possible, to reduce the amount of parking spaces needed. All shared lots shall be paved in the same material.                                                                                                                         | YES                | Civil     | Underground parking has been provided to reduce the amount of surface parking spaces needed.                                                   |
| C. Concurrence of the Departments of Public Works and Transportation (DPW&T) shall be sought for provision of on-street parking along the street network in the <b>town commons (Metro West and Addison South)</b> .                                                                     | N/A                | Civil     | The project is not within the vicinity of these areas.                                                                                         |

| SITE DESIGN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                    |           |                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|-------------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Compliant (Yes/No) | Responder | Response                                                                |
| D. Parking lots/spaces which are located adjacent to the right-of-way line or curb edge due to site constraints shall be screened from adjacent roadways and public areas with a continuous, low masonry wall in compliance with the Parking Lot Landscape Strip, Option 4 requirements in the <i>Landscape Manual</i> . A four-foot-wide landscape strip shall be provided between the right-of-way line and parking lot. The wall should be between 36-42 inches in height and be face on both sides with a masonry veneer. A masonry veneer may be constructed of brick, stone, precast concrete panels, split-face concrete masonry units or an equivalent material. Unfinished concrete block or poured-in place concrete are not acceptable materials. The low masonry wall shall be compatible in materials and design with nearby buildings. One shade tree per 35 linear feet of frontage, excluding driveway openings shall also be provided. Shrubs may be planted in front of the wall and between the shade trees to form a solid hedge within two growing seasons. Shrubs shall be installed at a minimum of 18 inches in height and 30 inches on center. Parking lots utilizing berms should be avoided. | N/A                | Civil     | No parking spaces are adjacent to right-of-way of public areas.         |
| E. Pedestrian zones (internal sidewalks) shall be well-illuminated and clearly delineated within parking lots. (See Public Areas/Sidewalks, Trails and Crosswalks.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | YES                | Civil     | Please see photometric study for phase 1.                               |
| F. Single, large surface parking lots are not permitted. Instead, parking shall be provided in smaller defined areas separated by planted medians.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | YES                | Civil     | Small surface parking areas and underground parking have been provided. |
| G. Parking lots shall include islands with shade trees to reduce glare, provide shade and visual relief from large expanses of asphalt pavement and shall comply with the <i>Landscape Manual</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | YES                | Civil     | Compliant                                                               |
| H. All parking lots shall be in compliance with the Americans with Disabilities Act (ADA).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | YES                | Civil     | Compliant                                                               |
| I. Parking lots shall comply with the Perimeter Landscape and Interior Planting Requirements of the <i>Landscape Manual</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | YES                | Civil     | Compliant                                                               |

| SITE DESIGN                                                                                                                                                                                                                                                                                                                                                  |                    |           |                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                                                                                                                              | Compliant (Yes/No) | Responder | Response                                                                                                                                                                                                           |
| J. Parking lots shall be well-illuminated to ensure safety. (See Public Areas/Lighting.)                                                                                                                                                                                                                                                                     | YES                | Civil     | Please see photometric study.                                                                                                                                                                                      |
| K. The placement of parking lots should avoid creating isolated and remote areas.                                                                                                                                                                                                                                                                            | YES                | Civil     | Compliant                                                                                                                                                                                                          |
| L. All parking spaces shall have striped markings.                                                                                                                                                                                                                                                                                                           | YES                | Civil     | Compliant                                                                                                                                                                                                          |
| M. Concrete wheel stops shall be provided, where appropriate. Timber wheel stops are not permitted.                                                                                                                                                                                                                                                          | YES                | Civil     | Compliant                                                                                                                                                                                                          |
| N. Parking garages shall utilize an architectural design vocabulary that incorporates similar quality building materials, color and massing with adjacent buildings.                                                                                                                                                                                         | Yes                | Architect | All parking structures are below grade. Any exposed façades incorporate the same building materials as the building with which it is contained, so the structure appears as a continuation of the building façade. |
| O. Parking garages shall not dominate the street edge and shall incorporate architectural design or landscape features to screen parked vehicles from passing pedestrians and motorists.                                                                                                                                                                     | Yes                | Architect | All parking structures are below grade where possible, and appear as a continuation of the building façade.                                                                                                        |
| P. Convenient and visible pedestrian connections shall be provided between parking garages and adjacent buildings/destinations.                                                                                                                                                                                                                              | Yes                | Architect | Since each building has it's own underground parking structure, main pedestrian access to each of the parking structures is within each of the respective buildings.                                               |
| Q. The amount of commercial parking spaces in <b>Metro West and Metro North</b> shall be calculated utilizing integrated shopping center requirements and shall be considered the maximum quantity allowed. The number of required parking spaces may be reduced below the maximum quantity established by the Zoning Ordinance (but no less than one-half). |                    | Attorney  |                                                                                                                                                                                                                    |



| SITE DESIGN                                                                                                                                                                                                                                                                                                                                                                                                                                    |                    |           |                                                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                                                                                                                                                                                                                | Compliant (Yes/No) | Responder | Response                                                                                                                                                                           |
| <b>S3. BUILDING SITING AND SETBACKS</b>                                                                                                                                                                                                                                                                                                                                                                                                        |                    |           |                                                                                                                                                                                    |
| A. Buildings shall be sited close to and face street edge throughout the town center. The primary entrance to a building shall be clearly visible from the street. Prominent entrances.                                                                                                                                                                                                                                                        | Yes                | Architect | Buildings are sited close to and face the street edge throughout, and each contain prominent entrances.                                                                            |
| B. Office, retail/commercial and institutional buildings located in the L-shaped main street and other internal streets within <b>Metro West</b> shall be built 12 feet from the curb edge in accordance with Type I Main Street (Figure 1). The commercial landscape strip requirements in the <i>Landscape Manual</i> shall be waved along the L-shaped main street and other commercial uses on internal streets within <b>Metro West</b> . | N/A                | Landscape | The proposed project is not within Metro West.                                                                                                                                     |
| C. A front build-to line between 10 and 15 feet from the right-of-way line shall be established for office, retail/commercial and institutional buildings which front onto MD 214 and Addison Road.                                                                                                                                                                                                                                            | YES                | Civil     | Compliant                                                                                                                                                                          |
| D. A front build-to line between 10 and 15 feet from the right-of-way line shall be established for single-family attached residential dwellings within the town center.                                                                                                                                                                                                                                                                       | YES                | Civil     | Compliant                                                                                                                                                                          |
| E. A front build-to line between 10 and 15 feet from the right-of-way line shall be established for single-family detached residential dwellings within the town center.                                                                                                                                                                                                                                                                       | N/A                | Civil     | No single family detached building are provided.                                                                                                                                   |
| F. Residential garages shall be sited to reduce their visual impact on the street. Alternatives should be pursued which locate the garage towards the side or rear of a lot, or at minimum recess the garage at least six feet from the front building faced.                                                                                                                                                                                  | NO                 | Civil     | Section 24-128(b)(8) allows multifamily as well as single-family attached lots within a Development District Overlay (D-D-O) to use a private road as a means of vehicular access. |
| G. Residential dwellings shall front onto public streets, whenever possible.                                                                                                                                                                                                                                                                                                                                                                   | Yes                | Architect | Compliant                                                                                                                                                                          |
| H. In an attached row or group of buildings in a block, the number of vehicular connections from the front to the rear of the property should be minimized.                                                                                                                                                                                                                                                                                    | Yes                | Architect | Vehicular traffic is limited to the front of the townhouses.                                                                                                                       |

| SITE DESIGN                                                                                                                                                                                                                                                  |                    |           |                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|-----------------------------------------------|
| Design Standard                                                                                                                                                                                                                                              | Compliant (Yes/No) | Responder | Response                                      |
| I. Isolated, freestanding commercial buildings are not permitted along the L-shaped main street in <b>Metro West</b> except for buildings with frontage on MD 214 or Addison Road.                                                                           | N/A                | Civil     | The Project is not within Metro West.         |
| J. Drive-thru windows for any use are not permitted in the town center.                                                                                                                                                                                      | N/A                | Civil     |                                               |
| K. Buildings in <b>Metro North</b> should be sited as close to MD 214 as possible, with parking provided in small, well-landscaped lots.                                                                                                                     | N/A                | Civil     | The Project is not within Metro North.        |
| L. A retaining wall shall be provided along rear property boundaries in <b>Metro North</b> where steep slopes are present. Materials shall be of high quality, such as split-face concrete block. Timber ties are not an acceptable retaining wall material. | N/A                | Civil     | The project is not within Metro North.        |
| M. The rear yards of single-family detached/attached homes in <b>Addison South</b> shall be oriented facing toward the master planned streets.                                                                                                               | N/A                | Civil     | No single detached units are provided.        |
| N. The maximum lot coverage for single-family detached dwelling units shall be 60 percent.                                                                                                                                                                   | N/A                | Civil     | No single detached units are provided.        |
| O. The maximum building coverage for single-family attached dwelling units shall be 50 percent of the overall net tract area.                                                                                                                                | N/A                | Civil     | No single attached family units are provided. |

| SITE DESIGN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                    |           |                                                                                                                  |
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| Design Standard                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Compliant (Yes/No) | Responder | Response                                                                                                         |
| <b>S4. BUFFERS AND SCREENING</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                    |           |                                                                                                                  |
| A. All mechanical equipment, dumpsters, storage, service, loading and delivery areas shall be screened from public view and rights-of-way with an appropriate buffer consisting of plantings, walls or fences in compliance with the Screening Requirements of the <i>Landscape Manual</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                            | YES                | Landscape | Compliant                                                                                                        |
| B. Chain-link fencing (of any type), corrugated metal, corrugated fiberglass, sheet metal or wire mesh shall not be used as a screening material. The use of barbed wire is not permitted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | YES                | Landscape | Compliant                                                                                                        |
| C. Appropriate elements for a buffer include continuous solid, opaque fences and masonry walls. Evergreen plant material may also be used in combination with metal picket-type fencing. Plant material shall be of an appropriate species, size and quantity to provide an effective, immediate buffer.                                                                                                                                                                                                                                                                                                                                                                                                                                | YES                | Landscape | Compliant                                                                                                        |
| D. Walls and fences shall be made of appropriate materials which are compatible with adjacent buildings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | YES                | Landscape | Walls and fences matched the buildings material.                                                                 |
| E. The bufferyard requirements within the town center shall be reduced to facilitate a compact form of development compatible with the urban character of the area surrounding the <b>Metro</b> station. The minimum bufferyard requirements for incompatible uses in the <i>Landscape Manual</i> shall be reduced by 50 percent within the town center. Alternative Compliance shall not be required for this reduction. A six-foot-high opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the bufferyard between residential and commercial uses. The plant units required per 100 linear feet of property line or right-of-way shall also be reduced by 50 percent. | N/A                | Landscape | This project is not with in the Town Center; therefore , the project is in compliance with the landscape manual. |
| F. Residential uses within the town center shall comply with the Residential Planting Requirements of the <i>Landscape Manual</i> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | N/A                | Landscape | This project is not with in the Town Center; however , the project is in compliance with the landscape manual.   |

| SITE DESIGN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                    |           |                                                                                              |
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| Design Standard                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Compliant (Yes/No) | Responder | Response                                                                                     |
| G. A bufferyard shall be provided in <b>Metro North</b> between the proposed retail/office and existing residential uses. The unused alley located between the residential properties on Adak Street and <b>Metro North</b> may be utilized for the bufferyard, if feasible. Alternative Compliance from the bufferyard requirement in the <i>Landscape Manual</i> may be needed due to shallow depth of the parcels within <b>Metro North</b> .                                                                                        | N/A                | Landscape | The project is not with in Metro North.                                                      |
| H. Bufferyards shall be provided between existing residential homes within <b>Metro West</b> and the proposed retail/commercial development                                                                                                                                                                                                                                                                                                                                                                                             | YES                | Landscape | Even though the project is nos within Metro West, proper buffer yards have been provided.    |
| I. Bufferyards shall be provided between existing commercial uses and proposed residential development in <b>Addison Plaza West</b> .                                                                                                                                                                                                                                                                                                                                                                                                   | YES                | Landscape | Even though the project is nos within Addison Plaza, proper buffer yards have been provided. |
| <b>S5. FREESTANDING SIGNS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                    |           |                                                                                              |
| A. The location of freestanding signs shall comply with Section 27-614(a) Freestanding Signs in Part 12 of the Zoning Ordinance.                                                                                                                                                                                                                                                                                                                                                                                                        | Yes                | Architect | Compliant                                                                                    |
| B. The maximum height of freestanding signs shall be 8 feet in the town commons and 13 feet elsewhere in the town center as measured from the finished grade at the base of the sign to the top of the sign for all commercial zones, as modified from Section 27-614(b).                                                                                                                                                                                                                                                               | Yes                | Architect | Compliant                                                                                    |
| C. The area of the freestanding sign shall not exceed 1 square foot for each 2 linear feet of street frontage, to a maximum of 100 square feet for each sign for building(s) located in an integrated shopping center, other commercial center with 3 or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, as modified from Section 27-614(c). The street frontage shall be measured on the property occupied by the center or complex associated with the sign. | N/A                | Architect |                                                                                              |

| SITE DESIGN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                    |           |                                                                                                        |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|--------------------------------------------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Compliant (Yes/No) | Responder | Response                                                                                               |
| D. The area of the freestanding sign shall not exceed 1 square foot for each 4 linear feet of street frontage, to a maximum of 100 square feet per sign for building(s) not located in an integrated shopping center, other commercial center with 3 or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, Section 27-614(c). The street frontage shall be measured on the property occupied by the use associated with the sign. | Yes                | Architect | Compliant                                                                                              |
| E. The quantity of freestanding signs shall be equal to or less than the amount required by Section 27-614(d), Freestanding Signs, in Part 12 of the Zoning Ordinance.                                                                                                                                                                                                                                                                                                                                  | Yes                | Architect | There are only 2 Freestanding signs, one at the main entrance off of Rollins Ave, and one for Parcel G |
| F. Signs shall primarily serve to identify the name and type of business establishment only.                                                                                                                                                                                                                                                                                                                                                                                                            | Yes                | Architect | Compliant                                                                                              |
| G. Signs should be compatible in design, color and materials with other urban design elements, as well as the overall architectural character of associated buildings on the parcel or property. Plantings may be incorporated around the base of signs to soften and integrate their appearance into the landscape.                                                                                                                                                                                    | Yes                | Architect | Compliant                                                                                              |
| H. Signs that are externally lit are recommended and should be directed to illuminate the sign face only.                                                                                                                                                                                                                                                                                                                                                                                               | Yes                | Architect | Compliant                                                                                              |
| I. Lighting for signs should be discretely placed so the light source and associated glare is not visible to motorists or pedestrians.                                                                                                                                                                                                                                                                                                                                                                  | Yes                | Architect | Compliant                                                                                              |
| J. Ground or monument signs (signs mounted directly on a solid base) shall be used in the town center. Pole-mounted signs are not permitted in the town center. Existing pole-mounted signs may continue as permitted uses until such time as a major exterior renovation (50 percent or more front facade in linear feet) or major rehabilitation (50 percent or more increase in GFA) is requested. At such time, all signs must conform to the standards for ground-mounted monument signs.          | N/A                | Architect |                                                                                                        |

| SITE DESIGN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                    |           |           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|-----------|
| Design Standard                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Compliant (Yes/No) | Responder | Response  |
| K. Placement of signs shall not hinder vision or obscure site lines for motorists.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Yes                | Architect | Compliant |
| L. Signs that are portable, movable or have flashing components are not permitted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | N/A                | Architect |           |
| M. All new office, retail/commercial buildings shall provide a common sign plan when there is more than one principal building or multi-tenant (three or more businesses) building on a single parcel or a combination of parcels under common ownership. Common sign plans shall specify standards for consistency among all signs within the development including lighting, colors, lettering style, size, height, quantity and location within the site and on the building. Requests for major exterior renovation (50 percent or more front facade in linear feet) or major rehabilitation (50 percent or more increase in GFA) shall also require a common sign plan. | N/A                | Architect |           |
| N. Freestanding signs in <b>Metro North</b> shall be coordinated and compatible in design and materials. At the time of the first detailed site plan for <b>Metro North</b> , standards for freestanding signs (size, quantity, height, location, design) shall be approved by the Planning Board and shall govern provision of signs in all subsequent sections of <b>Metro North</b> .                                                                                                                                                                                                                                                                                     | Yes                | Architect |           |

| PUBLIC AREAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |           |                                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|-----------------------------------------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Compliant (Yes/No) | Responder | Response                                                                                            |
| <b>P1. ROAD NETWORK</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                    |           |                                                                                                     |
| <u>All Subareas</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                    |           |                                                                                                     |
| A. A network of interconnected streets shall be established. The network shall consist of a hierarchy of streets including three new types of pedestrian-oriented roads (see Figure 1). A proposed road network is shown on Map 12 as a guide for future development and to demonstrate appropriate locations for the types of street sections.                                                                                                                                                                | YES                | Civil     | The project has a network of private streets that interconnect to provide access to Rollins Avenue. |
| <u>Town Commons (Metro West and Addison South)</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                    |           |                                                                                                     |
| B. An L-shaped street shall connect the entrance of the <b>Metro station</b> and the <b>Addison Plaza</b> shopping center together in <b>Metro West</b> as the main spine of the vehicular circulation system. A traffic circle shall be located at the intersection of these two streets. The L-shaped main street shall be considered a master plan road for development and transportation review purposes, which means that development in the area must conform to the plan alignment for the main street | YES                | Civil     | Compliant                                                                                           |
| C. Cul-de-sacs as the terminus to streets shall be avoided. Cul-de-sacs may be used when developable land is surrounded by environmentally sensitive features.                                                                                                                                                                                                                                                                                                                                                 | YES                | Civil     |                                                                                                     |
| D. Planted medians (to separate travel direction) shall be located on the L-shaped main street.                                                                                                                                                                                                                                                                                                                                                                                                                | N/A                | Civil     | The project is not near the L-shape main street.                                                    |
| E. All streets within the town center shall be constructed with curb and gutter.                                                                                                                                                                                                                                                                                                                                                                                                                               | N/A                | Civil     | The project is not within the town center; however, curb and gutter has been provided.              |
| F. Intersections should employ "safe-crosses." This treatment enhances pedestrian safety by expanding the sidewalk area in the unused portion of the on-street parking lane adjacent to the intersection (see Figure 2).                                                                                                                                                                                                                                                                                       | YES                | Civil     | Pedestrian crosswalks have been provided at the different road intersections.                       |
| G. Zelma Avenue shall remain and connect into the road network.                                                                                                                                                                                                                                                                                                                                                                                                                                                | N/A                | Civil     | The project is not with in the vicinity or Zelma Avenue.                                            |

| PUBLIC AREAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                    |           |                                                                                                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Compliant (Yes/No) | Responder | Response                                                                                                                                    |
| H. Old Central Avenue shall be removed from Rollins Avenue eastward. Rollins Avenue shall be extended north to East Capitol Street to facilitate traffic movement to MD 214 both east and westbound. New development shall accommodate the proposed closing of Old Central Avenue and not become an obstacle to future master planned roads.                                                                                                                                                                                                                                                                | YES                | Civil     | The project is not in obstacle to this improvement.                                                                                         |
| <b>Other Subareas</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                    |           |                                                                                                                                             |
| I. Vehicular linkages in <b>Addison South</b> shall be provided by a grid network of interconnecting streets. Linkages include connections to Rollins Avenue, Addison Road, Brooks Drive extension and <b>Metro West</b> to the north via Zelma and Yolanda Avenues.                                                                                                                                                                                                                                                                                                                                        | YES                | Civil     | The project has a network of interconnecting streets that provide linkage to Rollins Avenue for Phase 1 and Addison Road South for Phase 2. |
| J. Vehicular connections across MD 214 to Addison Plaza West shall be provided via two 4-way intersections. One of the intersections shall be located at the existing signalized entrance to the shopping center. The other intersection shall provide a new connection to the proposed residential area from the extension northward of Rollins Avenue. (Yost Place shall be closed at its existing intersection with East Capitol Street except as necessary to maintain access to the mini-plaza.) Signals are suggested to enhance access between the residential development, town commons and MD 214. | YES                | Civil     | Site impacts mitigation to MD 214 have been proposed under Preliminary Plan 4-19044.                                                        |
| K. A vehicular connection shall be provided in <b>Addison Plaza West</b> to connect the proposed residential area to Baltic Street east of the railroad right-of-way. Traffic-calming techniques shall be installed to discourage cut- through traffic.                                                                                                                                                                                                                                                                                                                                                     | N/A                | Civil     | The project is not within the vicinity of Addison Plaza West.                                                                               |
| L. Vehicular connections to <b>Barber Village</b> shall be provided from Cindy Lane. A steep grade change on the property prevents direct access to MD 214.                                                                                                                                                                                                                                                                                                                                                                                                                                                 | N/A                | Civil     | The project is not within the vicinity of Barber Village.                                                                                   |



| PUBLIC AREAS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                    |           |                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Compliant (Yes/No) | Responder | Response                                                                                                                                              |
| <b>P2. SIDEWALKS, TRAILS AND CROSSWALKS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                    |           |                                                                                                                                                       |
| A. The pedestrian circulation system portrayed on Map 13 shall be required in the town center.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | N/A                | Civil     | The project is not within the town center.                                                                                                            |
| B. All roads within the town center shall have a continuous system of sidewalks on both sides of the street. Figure 3 shows the required location of sidewalks and the attendant landscape areas. Differing treatments are required for particular sides of MD 214 and Addison Road due to the varying existing conditions, including right-of-way width. Existing sidewalks shall be relocated away from the curb edge to provide an adequate pedestrian safety zone. Existing sidewalks which are already set back from the curb edge shall remain, and sidewalks along MD 214 shall be widened to five feet. Treatments are also shown for Rollins Avenue and Zelma Avenue. | N/A                | Civil     | The project is not within the town center.                                                                                                            |
| C. Sidewalks shall be set back from the curb on MD 214 and Addison Road to provide pedestrians a safe and comfortable walking environment. Sidewalks should be made of concrete paving or better, be a minimum of five feet in width, and should provide a five-foot-wide grass strip for the planting of shade trees, as indicated in Figure 3.                                                                                                                                                                                                                                                                                                                               | N/A                | Civil     | The project does not provide access to MD 214 Addison Road; however, a 8' concrete sidewalk and 5' bike lane have been provided along Rollins Avenue. |
| D. Sidewalks along the L-shaped main street within the retail/commercial areas of <b>Metro West</b> shall be constructed of interlocking concrete pavers or approved equal, be a minimum of 12 feet in width, and shall provide openings in the pavement for the planting of shade trees, in accordance with Figure 1, Type I. The paving material shall be consistent along the entire length of the L-shaped main street.                                                                                                                                                                                                                                                    | N/A                | Civil     | The project is not within the vicinity of Metro West.                                                                                                 |
| E. Sidewalks within the residential areas of the town center shall be constructed of concrete or brick paving, be a minimum of five feet in width, and should provide a six-foot-wide grass strip for the planting of shade trees.                                                                                                                                                                                                                                                                                                                                                                                                                                             | YES                | Civil     | Compliant                                                                                                                                             |
| F. Crosswalks shall be provided at all intersections. Crosswalks at primary intersections shall be constructed of interlocking concrete pavers. Crosswalks at secondary intersections shall have                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | YES                | Civil     | Compliant                                                                                                                                             |

| PUBLIC AREAS                                                                                                                                                                                                                                                                                                     |                    |           |                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|--------------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                                                                                  | Compliant (Yes/No) | Responder | Response                                                                 |
| striped markings in the pavement. Crosswalk materials for primary intersections shall be consistent throughout the town center.                                                                                                                                                                                  | N/A                | Civil     | The project is not within the town center.                               |
| G. Asphalt shall not be used as a paving material for Sidewalks.                                                                                                                                                                                                                                                 | YES                | Civil     | Compliant                                                                |
| H. All Sidewalks shall have accessible ramps and comply with Americans with Disabilities Act (ADA) regulations.                                                                                                                                                                                                  | YES                | Civil     | Compliant                                                                |
| I. The selection of paving materials for pedestrianways for the L-shaped main street shall be compatible with the paving materials used within the right-of-way of MD 214, Addison Road and the primary intersections in the town center.                                                                        | N/A                | Civil     | The project is not within the town center, MD 214 or Addison Road.       |
| J. Pedestrian circulation within <b>Metro North</b> shall provide convenient and well-marked access to the pedestrian crossing at MD 214 to the <b>Metro station</b> .                                                                                                                                           | N/A                | Civil     | The project is not within the town center, Metro North or Metro Station. |
| K. Connections to the trail network shall be provided from the sidewalk system throughout the town center. A trail connection to the Cabin Branch stream valley park shall provide access to the <b>Metro station</b> and vicinity from the northern residential neighborhoods along the east side of Soper Lane | YES                | Civil     | The project provides a connection to the Cabin Branch Trail.             |
| L. Internal sidewalks shall be well-defined, separated from vehicular travelways and shall connect to the external sidewalk system.                                                                                                                                                                              | YES                | Civil     | Compliant                                                                |
| M. A concrete sidewalk shall be installed in <b>Addison Plaza West</b> to provide pedestrian access from the shopping center to MD 214 and the town commons.                                                                                                                                                     | N/A                | Civil     | The project is not within Addison Plaza West.                            |
| N. Pedestrian circulation in Baber Village shall be provided by a sidewalk along Cindy Lane and trail connection to the Cabin Branch stream valley park on the western edge of the property.                                                                                                                     | N/A                | Civil     |                                                                          |
| O. Connections to the <b>Metro station</b> shall be provided across Addison Road to <b>Metro West</b> via a four-way intersection with crosswalks and sidewalks.                                                                                                                                                 | N/A                | Civil     | The project is not within Metro station and Metro West.                  |
| P. Sidewalks on Addison Road and MD 214 along the <b>Metro station</b> property shall be widened to accommodate bicyclists.                                                                                                                                                                                      | YES                | Civil     | Sidewalk along Rollins Avenue provides a 5' bike lane .                  |

| PUBLIC AREAS                                                                                                                                                                                                                                                                                                                                                       |                    |           |                                                                                                           |
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| Design Standard                                                                                                                                                                                                                                                                                                                                                    | Compliant (Yes/No) | Responder | Response                                                                                                  |
| <b>P3. STREET FURNITURE</b>                                                                                                                                                                                                                                                                                                                                        |                    |           |                                                                                                           |
| A. Street Furniture shall be constructed of durable materials and require minimal maintenance.                                                                                                                                                                                                                                                                     |                    | Architect |                                                                                                           |
| B. Street Furniture shall be placed at strategic locations, such as bus stops, public plazas, high pedestrian traffic areas, along trails and within retail/commercial activity zones.                                                                                                                                                                             |                    | Architect |                                                                                                           |
| C. At the time of the first Detailed Site Plan submission, the planning Board shall approve consistent styles and designs for the street furniture for all future development in the town center. This furniture includes, but is not limited to, benches, trash receptacles, bicycle racks, light fixtures, banners, bus shelters, kiosks, planters and bollards. |                    | Architect |                                                                                                           |
| <b>P4. TREES AND PLANTINGS</b>                                                                                                                                                                                                                                                                                                                                     |                    |           |                                                                                                           |
| A. Street trees shall be used along the sides of all roadways within the town center to define the street edge, provide a shaded overhead canopy and establish a rhythmic, unifying element to the street environment.                                                                                                                                             | N/A                | Landscape | The project is not within the town center; however, street trees have been proposed along Rollins Avenue. |
| B. Medium to large deciduous shade trees shall be utilized for street trees, and shall be planted between 30 and 40 feet on center. Street trees shall be installed at a minimum height of 12 feet and 2 ½ inch caliper.                                                                                                                                           | YES                | Landscape | Compliant                                                                                                 |
| C. One tree species shall be selected for use as the street tree on the L-shaped main street within <b>Metro West</b> .                                                                                                                                                                                                                                            | N/A                | Landscape | The project is not within the Metro West.                                                                 |
| D. A limited tree and plant palette shall be selected to provide consistency, uniformity and a distinct identity to the roads within the town center. One tree species shall be selected for use as the street tree for each roadway within the town center.                                                                                                       | N/A                | Landscape | The project is not within the town center.                                                                |
| E. Coordinate street tree plantings with any screening and parking lot planting.                                                                                                                                                                                                                                                                                   | YES                | Landscape | Compliant                                                                                                 |
| F. Plant selection for trees shall consider the following characteristics: shape of canopy, depth of root zone, overhead utility lines, drought tolerance, maintenance requirements and                                                                                                                                                                            | YES                | Landscape | Compliant                                                                                                 |

| <b>PUBLIC AREAS</b>                                                                                                                                                                                                                                   |                           |                  |                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------|-------------------------------------------------------------------------|
| <b>Design Standard</b>                                                                                                                                                                                                                                | <b>Compliant (Yes/No)</b> | <b>Responder</b> | <b>Response</b>                                                         |
| tolerance of adverse urban conditions. Native plant species are strongly recommended.                                                                                                                                                                 |                           |                  |                                                                         |
| <b>P5. LIGHTING</b>                                                                                                                                                                                                                                   |                           |                  |                                                                         |
| A. Pole-mounted light fixtures shall effectively illuminate all streets and sidewalks within the town center.                                                                                                                                         | N/A                       | Civil            | The project has a photometric study which covers the entire phase 1.    |
| B. At the time of the first site plan along the MD 214 and/or Addison Road corridors, a consistent type of ornamental pole and luminaire shall be selected in consultation with DPW&T.                                                                | N/A                       | Civil            |                                                                         |
| C. At the time of the first site plan in <b>Metro West or Addison South</b> , a consistent type of ornamental pole and luminaire shall be selected in consultation with DPW&T.                                                                        | N/A                       | Civil            | The project is not with in the vicinity of Metro West or Addison South. |
| D. Ornamental poles and luminaires should be used instead of standards cobra head highway fixtures along all major roadways.                                                                                                                          | YES                       | Civil            | Compliant                                                               |
| E. Poles and luminaires should be in scale/proportion with their intended location and use.                                                                                                                                                           | YES                       | Civil            | Compliant                                                               |
| F. Light fixtures should be relatively easy to maintain and be constructed of durable materials.                                                                                                                                                      | YES                       | Civil            | Compliant                                                               |
| G. Light fixtures should be placed to provide maximum effective illumination and avoid conflicts with trees or other obstructions.                                                                                                                    | YES                       | Civil            | Compliant                                                               |
| <b>P6. UTILITIES</b>                                                                                                                                                                                                                                  |                           |                  |                                                                         |
| A. All future development within the town center shall place all appropriate utilities underground. New residential development in <b>Addison Plaza West, Addison South, Metro West and Baber Village</b> shall also place all utilities underground. | YES                       | Civil            | Compliant                                                               |
| B. Redevelopment of parcels within the town center should incorporate the relocation of utilities underground.                                                                                                                                        | N/A                       | Civil            |                                                                         |

| BUILDING DESIGN                                                                                                                                                                                                                         |                    |           |                                                 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|-------------------------------------------------|
| Design Standard                                                                                                                                                                                                                         | Compliant (Yes/No) | Responder | Response                                        |
| <b>B1. HEIGHT, SCALE AND MASSING</b>                                                                                                                                                                                                    |                    |           |                                                 |
| A. Retail/commercial buildings within an attached row or block shall be similar in height and shall not vary more that 15 percent from the average height in the row or block.                                                          | Yes                | Architect |                                                 |
| B. Individual buildings shall utilize human-scaled architectural elements. Oversized/exaggerated elements or large monolithic box-like structures shall be avoided.                                                                     | Yes                | Architect |                                                 |
| C. Buildings should promote a sense of human scale by articulating a basic three-part organizational structure of ground level, middle stones and roof.                                                                                 | Yes                | Architect |                                                 |
| D. Proposed buildings shall utilize massing which is appropriate to the size and function(s) of the structure. Overly complex building massing should be avoided.                                                                       | Yes                | Architect |                                                 |
| E. Architectural components should be designed as integral elements of the building and should not appear to be attached or applied onto the building facade.                                                                           | Yes                | Architect |                                                 |
| F. Proposed buildings located at prominent intersections should articulate the comer location with appropriate building forms and vertical emphasis.                                                                                    | Yes                | Architect | Parcels H and I have prominent corner entrances |
| G. At least 60 percent of the single-family detached residential dwellings in a development project should incorporate street-facing porches to promote social interaction among neighbors and create a more active street environment. |                    | Architect |                                                 |
| H. Service areas shall be architecturally integrated into the overall design of buildings.                                                                                                                                              | Yes                | Architect |                                                 |
| I. Proposed buildings shall be between one and four stories in total height within the town center.                                                                                                                                     | N/A                | Architect |                                                 |
| J. Infill buildings shall maintain and reinforce the existing pattern of development. The height, scale, massing, character and roof form shall be compatible with adjacent buildings.                                                  | Yes                | Architect |                                                 |
| K. The minimum size for single-family detached dwelling units shall be 2,200 square feet, not to include garages and unfinished basements. The minimum size for attached dwelling units shall be                                        |                    | Architect |                                                 |

| <b>BUILDING DESIGN</b>                                                                                                                                                                                                                                                                                                                                                        |                           |                  |                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------|--------------------------------------------------------------------------------------------------|
| <b>Design Standard</b>                                                                                                                                                                                                                                                                                                                                                        | <b>Compliant (Yes/No)</b> | <b>Responder</b> | <b>Response</b>                                                                                  |
| 1,600 square feet, not to include garages and unfinished basements.                                                                                                                                                                                                                                                                                                           |                           |                  |                                                                                                  |
| <b>B2. ROOFS</b>                                                                                                                                                                                                                                                                                                                                                              |                           |                  |                                                                                                  |
| A. Commercial buildings should employ flat roofs, located behind parapet walls. Simple gable or hipped roofs may also be integrated into the roof design of commercial buildings.                                                                                                                                                                                             | Yes                       | Architect        | Parcels H and I have flat roofs. Parcel H has a hip roof. The townhouses incorporate gable roofs |
| B. Residential buildings should employ simple gable or hipped roofs.                                                                                                                                                                                                                                                                                                          | Yes                       | Architect        |                                                                                                  |
| C. Single-family attached residential units shall vary the roof line of each unit in a row to reduce the massing and bulk of the overall building and for architectural interest.                                                                                                                                                                                             | Yes                       | Architect        |                                                                                                  |
| D. Overly complex roof forms, as well as gambrel and mansard roofs shall be avoided.                                                                                                                                                                                                                                                                                          | Yes                       | Architect        | No gambrel or mansard roofs                                                                      |
| <b>B3. MATERIALS AND ARCHITECTURAL DETAILS</b>                                                                                                                                                                                                                                                                                                                                |                           |                  |                                                                                                  |
| A. A high quality material which is durable and attractive shall be used on all proposed nonresidential buildings within the town center. Exterior building materials such as precast concrete, brick, tile and stone are recommended.                                                                                                                                        | Yes                       | Architect        | Compliant                                                                                        |
| B. Single-family residential building types shall have masonry front facades (brick, stone or approved equal) on at least 60 percent of the dwellings within a development project. Use of some masonry (such as brick) is encouraged on all sides of detached dwellings with brick fronts.                                                                                   | Yes                       | Architect        |                                                                                                  |
| C. The exterior appearance of building facades within a residential development shall avoid the use of repetitive architectural elements and building forms. Residential dwellings shall employ a variety of architectural building designs incorporating features such as roofline variations, dormers, window and door treatments, porches, balconies, color and materials. | Yes                       | Architect        | Variations of the building facades are proposed to avoid a monotonous appearance.                |
| D. All residential detached/attached building types where a chimney is provided shall incorporate exterior masonry on the exterior chimney. Masonry material shall be brick or stone.                                                                                                                                                                                         |                           | Architect        |                                                                                                  |

| BUILDING DESIGN                                                                                                                                                                                                                                              |                    |                           |                                                                                                                                                                                                                                                                                                           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                              | Compliant (Yes/No) | Responder                 | Response                                                                                                                                                                                                                                                                                                  |
| E. Nonresidential buildings should articulate the first story and primary entrances with pedestrian-scaled architectural elements.                                                                                                                           | Yes                | <a href="#">Architect</a> | Parcels G, H, and I have entrance canopies                                                                                                                                                                                                                                                                |
| F. Building facades which are composed of reflective or tinted glass are not permitted. These materials do not convey a sense of human scale and are not compatible with a pedestrian-focused environment.                                                   | Yes                | <a href="#">Architect</a> | No reflective or tinted glass proposed                                                                                                                                                                                                                                                                    |
| G. Imitation or synthetic exterior building materials which simulate the appearance of stone or brick should be avoided.                                                                                                                                     | Yes                | <a href="#">Architect</a> | Complaint                                                                                                                                                                                                                                                                                                 |
| H. Buildings which are composed of "ribbons or bands" of glass and architectural precast panels should be avoided.                                                                                                                                           | See Response       | <a href="#">Architect</a> | Parcels H and I contain mid-rise buildings, one for residential use, and the other for an assisted living facility. Although the proposed facades have architectural panels and window systems, the overall design is done tastefully, and does not detract from the "Residential feel" of the community. |
| I. Exterior facade materials shall be extended down to 12 inches from the finished grade, avoiding exposed unfinished concrete or concrete masonry unit (CMU) basement walls.                                                                                | Yes                | <a href="#">Architect</a> |                                                                                                                                                                                                                                                                                                           |
| J. Trademark buildings are not permitted unless their exterior design is modified to relate to both the specific site and local building traditions, particularly regarding the building's siting, form, scale, detailing, color and construction materials. | N/A                | <a href="#">Architect</a> |                                                                                                                                                                                                                                                                                                           |
| K. Building materials and colors in <b>Metro North</b> shall be used to complement and visually tie to the existing <b>Metro station</b> structures.                                                                                                         | N/A                | <a href="#">Architect</a> |                                                                                                                                                                                                                                                                                                           |
| L. The selection of exterior colors should allow the building to blend in harmoniously with the overall fabric of adjacent buildings.                                                                                                                        | Yes                | <a href="#">Architect</a> |                                                                                                                                                                                                                                                                                                           |
| M. The color palette for buildings should be kept simple and restrained. Wall color should be neutral with trim colors providing an appropriate accent.                                                                                                      | Yes                | <a href="#">Architect</a> | Façade colors are kept neutral                                                                                                                                                                                                                                                                            |

| <b>BUILDING DESIGN</b>                                                                                                                                                                                    |                           |                  |                                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Design Standard</b>                                                                                                                                                                                    | <b>Compliant (Yes/No)</b> | <b>Responder</b> | <b>Response</b>                                                                                                                                                |
| N. Brick or stone should be used in their natural or traditional colors and finish when selected as the predominant wall material of a building. Brick or stone generally should not be painted.          | Yes                       | Architect        | No painted brick or stone                                                                                                                                      |
| <b>B4. WINDOWS AND DOOR OPENINGS</b>                                                                                                                                                                      |                           |                  |                                                                                                                                                                |
| A. Individual "punched" or framed widows are recommended instead of horizontal "ribbon or band" type windows. Curtain walls and other continuous floor-to-ceiling windows shall be avoided.               | Yes                       | Architect        | There is a window system proposed for Parcel I. However, the window system is broken into sections, and the design promotes a residential feel for the façade. |
| B. Large display windows are recommended for retail uses at street level.                                                                                                                                 | N/A                       | Architect        |                                                                                                                                                                |
| C. Patterns of window openings or articulation of bays should be used to maintain a sense of scale and add visual interest to building facades.                                                           | Yes                       | Architect        |                                                                                                                                                                |
| D. Large, blank building walls are not permitted when facing public areas such as streets, parking lots or zones of pedestrian activity.                                                                  | Yes                       | Architect        |                                                                                                                                                                |
| E. Overly small or large windows which convey a distorted sense of scale shall be avoided.                                                                                                                | Yes                       | Architect        | Windows are scaled properly based on the design intent                                                                                                         |
| F. Doors shall be compatible with the materials and detailing of windows and other related building elements.                                                                                             | Yes                       | Architect        |                                                                                                                                                                |
| G. Window and door openings shall not be obscured by signs, other objects or displays.                                                                                                                    | Yes                       | Architect        |                                                                                                                                                                |
| H. Existing windows shall not be blocked in and replaced with a smaller or incompatible window. Replacement windows shall match the existing window in design, materials and size as closely as possible. | N/A                       | Architect        |                                                                                                                                                                |
| I. Exterior burglar bars on windows and doors are not permitted in the town center. Burglar bars convey a negative image, and other less visually obtrusive security methods should be employed instead.  | Yes                       | Architect        | No burglar bars proposed                                                                                                                                       |
| J. Single-family attached residential dwellings shall incorporate two or more windows or other architectural features on the ends of units. Blank walls are not permitted.                                | Yes                       | Architect        |                                                                                                                                                                |



| <b>BUILDING DESIGN</b>                                                                                                                                                                                                            |                           |                  |                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------|------------------------------------------------------------------------------|
| <b>Design Standard</b>                                                                                                                                                                                                            | <b>Compliant (Yes/No)</b> | <b>Responder</b> | <b>Response</b>                                                              |
| <b>B5. BUILDING FACADES/STOREFRONTS</b>                                                                                                                                                                                           |                           |                  |                                                                              |
| A. The primary entrance to retail/commercial, office and Institutional buildings shall be directly from the street throughout the town center, especially within the town commons ( <b>Metro West</b> and <b>Addison South</b> ). | N/A                       | Architect        |                                                                              |
| B. Storefronts shall be articulated with display windows, recessed entry door(s), lighting, signs and awnings/canopies.                                                                                                           | N/A                       | Architect        |                                                                              |
| C. Rear and side building entrances shall be provided if served by an adjacent parking area. These entrances shall be inviting, well-lit and clearly articulated.                                                                 | N/A                       | Architect        |                                                                              |
| D. Merchandise shall not be displayed in front of or leaning against the exterior facade(s) of a building.                                                                                                                        | N/A                       | Architect        |                                                                              |
| <b>B6. LIGHTING</b>                                                                                                                                                                                                               |                           |                  |                                                                              |
| A. Lighting shall be an integral component in the overall architectural design and character of all buildings within the town center.                                                                                             | N/A                       | Architect        |                                                                              |
| B. Lighting shall provide adequate safety and visibility around the building entrances and perimeter.                                                                                                                             | Yes                       | Architect        | Building-mounted lighting proposed to provide adequate safety and visibility |
| C. High intensity light fixtures shall direct glare away from adjoining properties and public rights-of-way.                                                                                                                      | YES                       | Civil            |                                                                              |
| D. Building lighting shall be coordinated with site lighting, when appropriate.                                                                                                                                                   | Yes                       | Architect        |                                                                              |

| <b>BUILDING DESIGN</b>                                                                                                                                                                                                                            |                           |                  |                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------|-----------------------------|
| <b>Design Standard</b>                                                                                                                                                                                                                            | <b>Compliant (Yes/No)</b> | <b>Responder</b> | <b>Response</b>             |
| <b>B7. SIGNS</b>                                                                                                                                                                                                                                  |                           |                  |                             |
| A. Signs shall primarily serve to identify the name and type of business establishment only.                                                                                                                                                      | Yes                       | Architect        |                             |
| B. Building signs shall be constructed of permanent, quality materials. Temporary signs which are attached to the building facade are not permitted.                                                                                              | Yes                       | Architect        | No temporary signs proposed |
| C. Building signs shall be simply designed, contain a minimum amount of information and have a maximum of three colors. Building signs that are excessively elaborate, oversized in proportions, or use poor quality materials are not permitted. | Yes                       | Architect        |                             |
| D. The sign location shall be incorporated into the overall architectural design of the building. The placement, materials, colors, type, style and size of signs shall be compatible with other architectural features of a building.            | Yes                       | Architect        |                             |
| E. Signs that are externally lit are recommended and should be directed to illuminate the sign face only. Sign faces that are internally lit are not recommended. Individual letters or characters should be lit instead of the entire sign face. | Yes                       | Architect        |                             |
| F. Building signs should be compatible in design, materials and color with the architectural character of the buildings.                                                                                                                          | Yes                       | Architect        |                             |
| G. Wall signs should be placed in the zone of the facade which is directly above the storefront. The size of the sign should be in proportion to the height and width of the building face to which it is attached.                               | N/A                       | Architect        | No wall signs proposed      |
| H. Hanging signs which project outward from a building wall shall not interfere with the vehicular or pedestrian traffic adjacent to the sign.                                                                                                    | N/A                       | Architect        | No hanging signs            |
| I. Window signs shall not obscure the interior view of a business/retail establishment.                                                                                                                                                           | N/A                       | Architect        |                             |

| <b>BUILDING DESIGN</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                           |                           |                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|-------------------------------------------------------------------|
| <b>Design Standard</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>Compliant (Yes/No)</b> | <b>Responder</b>          | <b>Response</b>                                                   |
| J. Awning signs, which identify the name of a business, may be located on the front face of an awning.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Yes                       | <a href="#">Architect</a> | Signage is located on the entrance canopies for Parcels H and I.  |
| K. Signs for multi-tenant buildings shall be consistent and coordinated in terms of design, placement, size, materials and color.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | N/A                       | <a href="#">Architect</a> |                                                                   |
| L. Signs located above or projecting from the roof line or parapet wall are not permitted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Yes                       | <a href="#">Architect</a> | No signs proposed that project from the roof line or parapet wall |
| M. Flags and banners attached to a building facade shall be considered part of the building sign system.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | N/A                       | <a href="#">Architect</a> |                                                                   |
| N. All office, retail/commercial developments shall provide a common sign plan when there is more than one principal building or multi-tenant (three or more businesses) building on a single parcel or a combination of parcels under common ownership. Common sign plans shall specify standards for consistency among all signs within the development including lighting, colors, lettering style, size, height, quantity and location within the site and on the building. Requests for major exterior renovation (50 percent or more based on front facade/linear feet) or major rehabilitation (50 percent or more increase in GFA) of an existing building or shopping center, as calculated cumulatively after the effective date of the SMA, shall also submit a common sign plan. The location, height and area of building-mounted signs shall be equal to or less than that allowed by Part 12, Section 27-613, of the Zoning Ordinance. | N/A                       | <a href="#">Architect</a> |                                                                   |

| BUILDING DESIGN                                                                                                                                                                                                                                                                                       |                    |           |                                                                    |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|--------------------------------------------------------------------|
| Design Standard                                                                                                                                                                                                                                                                                       | Compliant (Yes/No) | Responder | Response                                                           |
| <b>B8. AWNINGS</b>                                                                                                                                                                                                                                                                                    |                    |           |                                                                    |
| A. The design of awnings, including the selection of a material and color, shall complement the architectural style and character of a building.                                                                                                                                                      | Yes                | Architect |                                                                    |
| B. Large buildings with several storefronts shall have compatible, though not necessarily identical awnings. Awnings should be the same general style, material and proportion, although awnings may employ different but harmonious colors and patterns.                                             | N/A                | Architect |                                                                    |
| C. Awnings should be the same width as the Window or door openings that they are covering, rather than extending across the entire face of a building.                                                                                                                                                | Yes                | Architect |                                                                    |
| D. Awnings should be mounted to the building facade above the top of the display windows and below the sign band or panel with the valance approximately eight feet above the Sidewalk.                                                                                                               | Yes                | Architect |                                                                    |
| <b>B9. BUILDING SERVICES</b>                                                                                                                                                                                                                                                                          |                    |           |                                                                    |
| A. Any nonvegetative screening of exterior trash and storage areas, service yards, delivery areas, transformers, satellite dishes and mechanical equipment shall be compatible with the architectural character of the building and the overall site design. (See Site Design/Buffers and Screening.) | Yes                | Architect |                                                                    |
| B. Rooftop mechanical equipment shall be located below sight lines of adjacent streets and architecturally integrated or screened with compatible building materials.                                                                                                                                 | Yes                | Architect |                                                                    |
| C. Ground-level mechanical equipment including storage, service and delivery areas shall be located in a visually inconspicuous area, such as in the rear of a building or site and out of public view.                                                                                               | Yes                | Architect |                                                                    |
| D. Exterior window air-conditioning units are not permitted on new building construction within the town center.                                                                                                                                                                                      | Yes                | Architect | There will be not exterior window air-conditioning units.          |
| E. Access to a building in <b>Metro West</b> for services such as deliveries or trash removal shall be provided from the rear of a site, if feasible.                                                                                                                                                 | Yes                | Architect | Service access to the buildings are located in inconspicuous areas |

| <b>BUILDING DESIGN</b>                                                                                                                                                                                                        |                           |                  |                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------|-----------------|
| <b>Design Standard</b>                                                                                                                                                                                                        | <b>Compliant (Yes/No)</b> | <b>Responder</b> | <b>Response</b> |
| F. Dumpsters shall be enclosed with a continuous solid, opaque masonry wall or other opaque screening treatment. Buildings shall consolidate their garbage storage needs in a single, central location away from public view. | YES                       | Civil            | Compliant       |
| <b>B10. FORMER RESIDENTIAL BUILDINGS IN COMMERCIAL USE</b>                                                                                                                                                                    |                           |                  |                 |
| A. Residential dwellings converted to a commercial use shall preserve the residential appearance and building character.                                                                                                      | N/A                       | Architect        |                 |
| B. All door and window openings should be preserved and maintained.                                                                                                                                                           | N/A                       | Architect        |                 |
| C. The integrity of original building materials should be preserved and maintained.                                                                                                                                           | N/A                       | Architect        |                 |
| D. Parking shall be located to the side or rear of the lot and is not permitted in the front yard.                                                                                                                            | N/A                       | Civil            |                 |
| E. Front yards shall relate to the adjacent residential buildings and surrounding neighborhood context.                                                                                                                       | N/A                       | Civil            |                 |
| F. Front yards should remain as open space and be planted and well-maintained.                                                                                                                                                | N/A                       | Civil            |                 |
| G. All mechanical equipment, storage and service areas shall be screened from public view, adjacent properties and rights-of-way with an appropriate buffer. (See Buffers and Screening and Building Services.)               | N/A                       | Civil            |                 |

# Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

## Memorandum:

Date: August 5, 2021

TO: M-NCPPC - Development Review Division  
Room 4150  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

FROM: Mike Lenhart

RE: Parking Analysis for Metro City Phase 1 DSP-20012

This parking analysis has been prepared to evaluate the proposed Detailed Site Plan (DSP) 20012 which is located in the M-X-T zone and is subject to the parking requirements of 27-574 and 27-568 as discussed herein.

The evaluation is in consideration of a multifamily development with 72 townhouse units, 240 senior adult housing units, a 195-bed assisted living facility, and several community amenities.

### **Parking Analysis**

Section 27-574(a) of the Zoning Ordinance provides that “the number of parking spaces required in the M-X-T Zone are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.” This memorandum is to provide a parking assessment for the proposed development as required for the M-X-T zone in Section 27-574(a) of the Zoning Ordinance.

The number of parking spaces required is to be calculated in accordance with the methodology set forth in Section 27-574(b). The first step in determining the number of required spaces is to calculate the peak parking demand. In this regard, Section 27-574(b)(1) states as follows. “Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to be known as the peak parking demand for each use. These peak parking numbers are calculated as directed in the “Schedule of Parking Spaces” requirements as shown in Section 27-568. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied).” Section (b)(2) and (b)(3) go on to recommend an hourly distribution of each use within the M-X-T zone to determine the hourly fluctuation and the resulting peak parking demand for the overall site.

The proposed uses are 72 townhouse units, 240 senior adult housing units, a 195-bed assisted living facility, and several community amenities. The parking requirements of Section 27-568 of the zoning ordinance requires 2.04 spaces per townhouse unit, 0.66 spaces per unit for age restricted units, and 1 space per 3 residents in an elderly/disabled care facility. The parking requirements for the community amenities include 1 space per 250 square feet of office space, 2.5 spaces per 1,000 square feet of library, and 1 space per 80 square feet of the remaining amenities, which includes a fitness area, social hall, craft room, lounge, media room, and meeting room.



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# Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

As shown on Exhibit 1, the parking schedule in Section 27-568 would require 148 parking spaces for the townhouse units, 162 parking spaces for the age restricted units, 65 spaces for the assisted living facility, and 112 spaces for the community amenities for a total of 487 parking spaces required per 27-568.

Exhibit 1 also contains diurnal hourly parking demand for each use. These hourly parking diurnals were obtained from the *ITE Parking Generation Manual (5<sup>th</sup> Edition)* and based on this 24 hour breakdown of parking it can be seen that the peak parking demand occurs at 7 PM with a total of 387 vehicles based on the zoning requirement.

With a base parking requirement of 387 spaces and a parking supply of 509 spaces, there is projected to be a minimum surplus of 122 parking spaces using the parking calculation procedures as outlined in Section 27-568 and 27-574 of the Zoning Ordinance.

Based upon this information, the site will be adequately parked and will satisfy the requirements of the zoning ordinance. If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,  
Mike Lenhart



**LENHART TRAFFIC CONSULTING, INC.**

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EMAIL: [mlenhart@lenharttraffic.com](mailto:mlenhart@lenharttraffic.com)

| DSP   | Land Use             | Number of Units | Spaces Required per ZO | Spaces Shown on Plan |
|-------|----------------------|-----------------|------------------------|----------------------|
| 20012 | Townhouse            | 38 units        | 78                     | 148                  |
|       | Townhouse            | 34 units        | 70                     |                      |
|       | Senior Adult Housing | 126 units       | 85                     | 162                  |
|       | Senior Adult Housing | 114 units       | 77                     |                      |
|       | Assisted Living      | 195 beds        | 65                     | 65                   |
|       | Office Area          | 825 sq. ft.     | 4                      | 112                  |
|       | Fitness Area         | 2624 sq. ft.    | 33                     |                      |
|       | Social Hall          | 3837 sq. ft.    | 48                     |                      |
|       | Library              | 443 sq. ft.     | 2                      |                      |
|       | Craft Room           | 584 sq. ft.     | 8                      |                      |
|       | Lounge               | 130 sq. ft.     | 2                      |                      |
|       | Media Room           | 905 sq. ft.     | 12                     |                      |
|       | Meeting Room         | 200 sq. ft.     | 3                      |                      |

Totals: 487  
Spaces Shown on Plan: 509

**Parking Formula per ZO**

Townhouse = 2.04 spaces per unit  
 Multi-family age restricted = 0.66 spaces per unit  
 Assisted Living = 1 space per 3 residents  
 Office Area = 1 space per 250 sq. ft.  
 Fitness Area = 1 space per 80 sq. ft.  
 Social Hall = 1 space per 80 sq. ft.  
 Library = 2.5 spaces per 1,000 sq. ft.  
 Craft Room = 1 space per 80 sq. ft.  
 Lounge = 1 space per 80 sq. ft.  
 Media Room = 1 space per 80 sq. ft.  
 Meeting Room = 1 space per 80 sq. ft.

| Time of Day   | Townhouse                 |                           | Senior Adult Housing (Not Available - used Townhouse rates) |                           | Assisted Living (Not Available - used Townhouse rates) |                           | Community Amenities (LU 495 - Recreational Community Center) |                            | Total Demand | Supplied | Surplus |
|---------------|---------------------------|---------------------------|-------------------------------------------------------------|---------------------------|--------------------------------------------------------|---------------------------|--------------------------------------------------------------|----------------------------|--------------|----------|---------|
|               | Residential Hourly Demand | Residential Spaces Needed | Residential Hourly Demand                                   | Residential Spaces Needed | Residential Hourly Demand                              | Residential Spaces Needed | Recreational Hourly Demand                                   | Recreational Spaces Needed |              |          |         |
| 12:00-4:00 AM | 100%                      | 148                       | 100%                                                        | 162                       | 100%                                                   | 65                        | 0%                                                           | 0                          | 375          | 509      | 134     |
| 5:00 AM       | 97%                       | 144                       | 97%                                                         | 158                       | 97%                                                    | 64                        | 0%                                                           | 0                          | 366          | 509      | 143     |
| 6:00 AM       | 90%                       | 134                       | 90%                                                         | 146                       | 90%                                                    | 59                        | 0%                                                           | 0                          | 339          | 509      | 170     |
| 7:00 AM       | 77%                       | 114                       | 77%                                                         | 125                       | 77%                                                    | 51                        | 58%                                                          | 65                         | 355          | 509      | 154     |
| 8:00 AM       | 56%                       | 83                        | 56%                                                         | 91                        | 56%                                                    | 37                        | 72%                                                          | 81                         | 292          | 509      | 217     |
| 9:00 AM       | 45%                       | 67                        | 45%                                                         | 73                        | 45%                                                    | 30                        | 95%                                                          | 106                        | 276          | 509      | 233     |
| 10:00 AM      | 40%                       | 60                        | 40%                                                         | 65                        | 40%                                                    | 26                        | 94%                                                          | 105                        | 256          | 509      | 253     |
| 11:00 AM      | 37%                       | 55                        | 37%                                                         | 60                        | 37%                                                    | 25                        | 95%                                                          | 106                        | 246          | 509      | 263     |
| 12:00 PM      | 36%                       | 54                        | 36%                                                         | 59                        | 36%                                                    | 24                        | 83%                                                          | 93                         | 230          | 509      | 279     |
| 1:00 PM       | 36%                       | 54                        | 36%                                                         | 59                        | 36%                                                    | 24                        | 65%                                                          | 73                         | 210          | 509      | 299     |
| 2:00 PM       | 37%                       | 55                        | 37%                                                         | 60                        | 37%                                                    | 25                        | 56%                                                          | 63                         | 203          | 509      | 306     |
| 3:00 PM       | 43%                       | 64                        | 43%                                                         | 70                        | 43%                                                    | 28                        | 64%                                                          | 72                         | 234          | 509      | 275     |
| 4:00 PM       | 45%                       | 67                        | 45%                                                         | 73                        | 45%                                                    | 30                        | 75%                                                          | 84                         | 254          | 509      | 255     |
| 5:00 PM       | 55%                       | 82                        | 55%                                                         | 90                        | 55%                                                    | 36                        | 84%                                                          | 94                         | 302          | 509      | 207     |
| 6:00 PM       | 66%                       | 98                        | 66%                                                         | 107                       | 66%                                                    | 43                        | 100%                                                         | 112                        | 360          | 509      | 149     |
| 7:00 PM       | 73%                       | 109                       | 73%                                                         | 119                       | 73%                                                    | 48                        | 99%                                                          | 111                        | 387          | 509      | 122     |
| 8:00 PM       | 77%                       | 114                       | 77%                                                         | 125                       | 77%                                                    | 51                        | 0%                                                           | 0                          | 290          | 509      | 219     |
| 9:00 PM       | 86%                       | 128                       | 86%                                                         | 140                       | 86%                                                    | 56                        | 0%                                                           | 0                          | 324          | 509      | 185     |
| 10:00 PM      | 92%                       | 137                       | 92%                                                         | 150                       | 92%                                                    | 60                        | 0%                                                           | 0                          | 347          | 509      | 162     |
| 11:00 PM      | 97%                       | 144                       | 97%                                                         | 158                       | 97%                                                    | 64                        | 0%                                                           | 0                          | 366          | 509      | 143     |
| 12:00 AM      | 100%                      | 148                       | 100%                                                        | 162                       | 100%                                                   | 65                        | 0%                                                           | 0                          | 375          | 509      | 134     |

Maximum Parked (Base Requirement) = 387      Min. Surplus = 122

Traffic Statement



Shared Parking Analysis for DSP-20012

Using Zoning Ordinance Methodology per 27-574 & 27-568

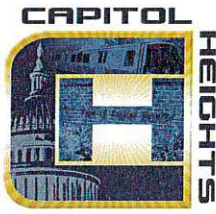
Exhibit  
1



# **Additional Back-up**

**For**

**DSP-20012**  
**Metro City**



## TOWN OF CAPITOL HEIGHTS

1 Capitol Heights Boulevard, Capitol Heights, MD 20743

Phone: (301) 336-0626 Fax: (301) 336-8706

January 18, 2022

Hon. Elizabeth Hewlett, Chairperson  
Prince George's County Planning Board  
The Maryland-National Capital Park and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD. 20772

Dear Chairperson Hewlett,

I am writing on behalf of the Town Council of the Town of Capitol Heights regarding Detailed Site Plan 20012 for the Metro City Phase I project that is on your agenda for January 20, 2022.

Representatives of Metro City, Mr. Andrew Interdanato and Tirika Felder of RedLef Group Architects, attended the January 10, 2022 Town Council Public Session and presented the Metro City project, both Phase I and Phase II, to the Councilmembers and the public. After receiving the information about the Detailed Site Plan, the Council voted to support this project and authorized sending a letter to the Planning Board to advise of the Town's support for this new development. They also authorized my attendance at the Planning Board meeting to speak as a representative for the Town of Capitol Heights on this project.

The Town is very pleased to see new development come to the Central Avenue-Addison Road corridor. The Town Council is in support of Phase I of the Metro City project. This community is looking forward to the build out of Phase II that will provide much needed commercial retail for this area. We have high expectations for this development project that has the potential for providing residents in the area with much needed commercial retail, especially a grocery store.

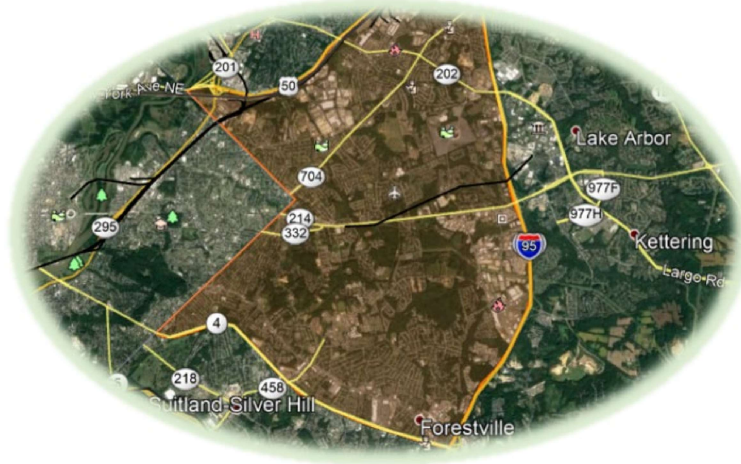
Please designate the Town of Capitol Heights as a party of record for this Detailed Site Plan 20012. Thank you for the opportunity to provide input from the Town of Capitol Heights.

Sincerely,

Beverly Habada  
Town Administrator

cc: Town Council  
Robin Bailey-Walls, Acting Town Clerk

**GREATER CAPITOL HEIGHTS IMPROVEMENT CORPORATION**



415 ZELMA AVE, CAPITOL HEIGHTS, MD 20743 • (301) 336-0978 • [www.GCHIC.org](http://www.GCHIC.org)

January 18, 2022

Hon. Elizabeth M. Hewlett, Esq., Chair  
Prince George’s County Planning Board  
Maryland–National Capital Park and Planning Commission  
14741 Governor Oden Bowie Drive, 4<sup>th</sup> Floor  
Upper Marlboro, MD 20772

**Re: Metro City (DSP-20012)**

Dear Chair Hewlett and Members of the Planning Board:

After reviewing the file materials and the thoroughly prepared staff report dated January 4, 2022, and also attending a virtual presentation by the developer on January 13, 2022, Greater Capitol Heights Improvement Corporation (GCHIC) is pleased to offer its support for the approval, with conditions, of DSP-20012 (Metro City), as recommended in the staff report.

GCHIC is a nonprofit 501(c)(3) community improvement organization whose mission is to stimulate revitalization, redevelopment, and reinvestment in the inner-Beltway gateway communities of central Prince George’s County, Maryland, that surround the District of Columbia’s East Corner. Promoting economic and housing development, job creation, environmental improvement, and transformative placemaking is central to GCHIC’s mission.

As we noted in our comments in connection with the preliminary plan of subdivision, Applicant’s proposed development presents an exciting mixed-use concept for an area generally within three-quarters of a mile of the Addison Road Metro Station. This area would benefit tremendously from the senior housing and townhouse development proposed in this Phase 1, and also from the modern multifamily mixed-use development that is proposed in Phase 2. This phase of the project appears to be in keeping with the commitments made by Applicant during the preliminary subdivision phase. Accordingly, we continue to support this worthy project.

We appreciate the opportunity to offer these comments as a party of record in the above-referenced matter.

Sincerely yours,

*/s/ Bradley E. Heard*

Bradley E. Heard  
President

cc: (via email)  
Mr. Henry Zhang, Master Planner, Urban Design Section (M-NCPPC)  
Traci R. Scudder, Esq., Attorney for Applicant