AGENDA ITEM: 5
AGENDA DATE: 6/4/2026

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Note: Staff reports can be accessed at https://www.mncppc.org/883/Watch-Meetings

Detailed Site Plan DSP-25002
Metro City, Phase 1

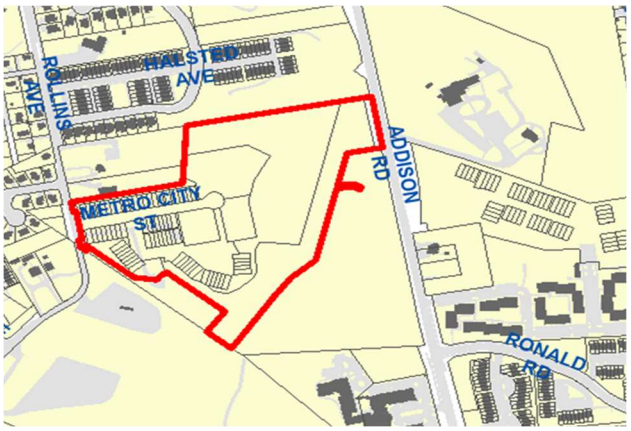
REQUEST	STAFF RECOMMENDATION
Phase 1 of a mixed-use project consisting of 72 single-family attached (townhouse) dwelling units, 240 multifamily dwelling units for seniors, and a 195-bed assisted living facility.	With the conditions recommended herein: • APPROVAL of Detailed Site Plan DSP-25002 • APPROVAL of Type 2 Tree Conservation Plan TCP2-2026-0018

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:	24.81
Zone:	RMF-48
Prior Zone:	M-X-T/D-D-O
Reviewed per prior Zoning Ordinance:	Section 27-1704(b)
Dwelling Units:	312
Gross Floor Area:	498,977 sq. ft.
Planning Area:	75A
Council District:	07
Municipality:	Capitol Heights

Applicant/Address:
Metro City LLC
10701 Lady Slipper Terrace
Rockville MD, 20852

Staff Reviewer: Meng Sun
Phone Number: 301-952-3994
Email: Meng.Sun@ppd.mncppc.org



Planning Board Date:	06/04/2026
Planning Board Action Limit:	06/08/2026
Staff Report Date:	05/20/2026
Date Accepted:	03/30/2026
Informational Mailing:	12/11/2025
Acceptance Mailing:	03/17/2026
Sign Posting Deadline:	05/05/2026

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.

Table of Contents

EVALUATION CRITERIA 3
FINDINGS 4
1. Request 4
2. Development Data Summary: 4
3. Location 8
4. Surrounding Uses 8
5. Previous Approvals 8
6. Design Features 9
COMPLIANCE WITH EVALUATION CRITERIA 18
7. The 2000 *Approved Addison Road Metro Town Center and Vicinity Sector Plan and Sectional Map Amendment* and the standards of the Development District Overlay (D-D-O) Zone: 18
8. Prince George's County Zoning Ordinance 20
9. Conceptual Site Plan CSP-16001 37
10. Preliminary Plan of Subdivision 4-19044 38
11. 2010 Prince George's County Landscape Manual 43
12. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance 44
13. Prince George's County Tree Canopy Coverage Ordinance 44
14. Referral comments 44
15. Community feedback 51
RECOMMENDATION 52

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-25002
Type 2 Tree Conservation Plan TCP2-2026-0018
Metro City, Phase 1

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

EVALUATION CRITERIA

The property is within the Residential, Multifamily-48 (RMF-48) Zone. The site was previously located within the Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay(D-D-O) Zones. Pursuant to Section 27-1704(b) of the Prince George's County Zoning Ordinance, projects which received development approvals under the prior Zoning Ordinance or prior Prince George's County Subdivision Regulations may have subsequent applications reviewed under the prior Zoning Ordinance. The subject property received prior development approvals for Conceptual Site Plan CSP-16001 and Preliminary Plan of Subdivision 4-19044, which remain valid. Accordingly, this application is being reviewed pursuant to the prior Zoning Ordinance. Staff considered the following in reviewing this detailed site plan:

a. The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* and the 2000 *Approved Addison Road Metro Town Center and Vicinity Sector Plan and Sectional Map Amendment;*

b. The prior Prince George's County Zoning Ordinance for the Mixed Use-Transportation Oriented (M-X-T) and Transit District Overlay (D-D-O) Zones;

c. Conceptual Site Plan CSP-16001;

d. Preliminary Plan of Subdivision 4-19044;

e. The 2010 *Prince George's County Landscape Manual;*

f. The 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance;

g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance;

h. Referral comments; and

i. Community feedback.

FINDINGS

1. Request: The subject detailed site plan (DSP) application is for Phase 1 of a mixed-use project consisting of 72 single-family attached (townhouse) dwelling units, 240 multifamily dwelling units for seniors (55 years plus), and a 195-bed assisted living facility.

2. Development Data Summary:

	EXISTING	EVALUATED
Zone(s)	RMF-48	M-X-T/D-D-O
Use(s)	Vacant	Residential and Assisted Living
Gross Tract acreage	24.81*	24.81*
Floodplain acreage	7.06	7.06
Net Tract Area	17,75**	17.75**
Lots	72	72
Parcels	10	10
Gross floor area (sq. ft.) Phase 1		**498,977**
72 Townhouse Units		175,360
240 Multifamily Senior Living Units		248,939
195-bed Assisted Living Facility		74,678
Total Dwelling Units, all types	**-**	**312**
Townhouse	-	**72**
Multifamily Dwelling Units for seniors	**-**	**240**
Senior Living Building (Parcel I)	-	114
Senior Living Building (Parcel G)	-	126
Assisted Living Facility (Parcel H)	**-**	**195 beds**

Notes: *This DSP encompasses the Pod 2 (known as Phase 1) area only (24.81 acres) of the previously approved Conceptual Site Plan, CSP-16001. However, the overall land area included in approved CSP-16001 was 39.68 gross acres and 29.32 net acres.

**Includes approximately 0.37 acre of right-of-way dedication for the widening of Rollins Avenue and Addison Road South. The right-of-way dedication square feet noted on the site plan shows 4,037 square feet and 11,987 square feet, which totals 15,934 square feet. However, the note on the coversheet shows the right-of-way dedication as 16,017 square feet. A condition is included herein to revise the right-of-way dedication notes on the site plan, to accurately reflect a consistent dedication area.

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)
Phase 1 FAR **	0.39 FAR

Notes: *Additional density is allowed in accordance with Section 27-545(b)(4), Optional method of development, of the prior Prince George's County Zoning Ordinance, for providing 20 or more dwelling units within CSP-16001.

**Pursuant to Section 27-548(e) of the prior Zoning Ordinance, the floor area ratio (FAR) shall be applied to the entire property, as approved with CSP-16001. The total Phase 1 development is 498,977 square feet, and the overall net area of the CSP is 29.30 acres, or 1,276,515 square feet. As a result, the FAR for the Phase 1 development is approximately 0.39.

In accordance with page 2 of the resolution of CSP-16001 (PGCPB Resolution No. 17-164), "The total number of the dwelling units consists of 73 townhouse units, 664 condominium units, 112 apartment units for the elderly (age 55 and plus) and 194 assisted living units. As long as they are within the maximum approved FAR in this application, the mixes of the dwelling units and the square footage of the development may be altered in future development stages in response to the market condition or as amended by each DSP. FAR may be increased at the time of DSP, in accordance with the provisions of Section 27-545(b) of the prior Zoning Ordinance, but not exceed 1.4, as approved with this CSP. Additional bonus incentives are required to support a FAR higher than 1.4 and to obtain new approval." Therefore, the proposed FAR for Phase 1 is in conformance with approved CSP-16001.

Other Development Data

Parking

In accordance with Section 27-574(a) of the prior Zoning Ordinance, the number of parking spaces required in the Mixed Use-Transportation Oriented (M-X-T) Zone is to be calculated by the applicant and submitted for Prince George's County 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) of the prior Zoning Ordinance. The proposed uses are 72 townhouse units, 240 multifamily units for seniors, 195-bed assisted living facility, and community amenities. Section 27-568(a) of the prior Zoning Ordinance requires 2.04 parking spaces per townhouse unit, 0.66 spaces per unit for multifamily dwellings (housing for the elderly or physically handicapped), and 1 space per 3 residents in an assisted living facility. The parking requirements for the community amenities include one space per 250 square feet of office space, 2.5 spaces per 1,000 square feet of library, and

one space per 80 square feet of the remaining amenities, which include a fitness area, a social hall, a craft room, a lounge, a media room, and a meeting room. The parking schedule in Section 27-568 would require 148 parking spaces for the townhouse units, 162 parking spaces for multifamily units for seniors, 65 spaces for the assisted living facility, and 112 spaces for the community amenities for a total of 487 parking spaces. 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 was determined that the peak parking demand occurs at 7 PM, with a total of 387 vehicles based on the zoning requirement.

The parking analysis submitted for the subject DSP is dated August 5, 2021. The analysis was conducted in support of the DSP-20012 application, which was approved and expired. The parking requirement analysis is based on the requirement in Section 27-568(a), which is still valid, but the parking supply number has been revised in the submitted DSP. Specifically, the parking supply in the 2021 parking analysis was 509 spaces; the submitted DSP shows the updated parking supply is 531 spaces. With a base parking requirement of 387 spaces and a parking supply of 531spaces, there is projected to be a minimum surplus of 144 parking spaces using the parking calculation procedures, as outlined in Sections 27-568 and 27-574 of the prior 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 agree with the parking analysis with the updated number of parking spaces provided in the submitted DSP.

A parking chart is included on the coversheet, and parking space dimension details are shown on Sheet 34 of the plan set. Parking spaces are provided within the underground parking structure of each multifamily building, as well as a surface parking lot on-site. Parking space dimensions are proposed as follows: stand space (19 feet by 9.5 feet), compact space (16.5 feet by 8 feet), handicap space (19 feet by 8 feet), and handicap van space (19 feet by 11 feet).

Detailed information is provided in the charts below.

Use Type	**Zoning Ordinance minimum requirement**	**Parking Analysis minimum requirement**	**Proposed**
Townhouse @ 2.04 spaces/Unit (72 units)	148	Based on peak demand for the mixed uses	150
Multifamily for seniors @ 0.66 space/Unit (240 units)	162		290
Assisted Living Facility @ 1 space/3 residents (195-bed)	65		91
Amenities parking (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)	(112) *		0*
Total	**487**	**387**	**531**
Of which standard handicap-accessible spaces**		8	13
Handicap-accessible van spaces**		2	17

Parking proposed for Multifamily Buildings								
	Parking Structure				On-street parking			Total
	Stand space	ADA	ADA van	Standard EV	Stand space	ADA	ADA van	
Assisted Living Facility in Parcel H(195-bed)	74	3	6	3	3	2	0	91
Senior Living in Parcel G (126 units)	133	2	4	4	21	2	2	168
Senior Living in Parcel I (114 units)	103	2	4	3	10			122
Amenity	112							0*
Total for multifamily	**310**	**7**	**14**	**10**	**34**	**4**	**2**	**381**

Parking proposed for townhouse						
	Garage	On-street parking				Total
	Garage	Stand space	Compact space	ADA	ADA van	
72 Townhouses	110	33	4	2	1	**150**
	Include 38x2-car garage and 34x 1-car garage					

Notes: *Although additional parking spaces for amenities are not required, the submitted parking analysis factored in 112 spaces. Parking spaces provided for each multifamily building will serve the residents who use the amenity space within the building; therefore, no separate parking spaces are provided for amenity spaces.

**Pursuant to Section 27-566 of the prior Zoning Ordinance, among 339 parking spaces required for multifamily buildings, 8 spaces need to be handicap accessible. According to the Americans with Disabilities Act (ADA) requirements, among eight spaces, two need to be handicap van-accessible parking spaces.

Loading Spaces

Pursuant to Section 27-583 of the prior 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 435, the prior Zoning Ordinance requires 2 loading spaces. The subject DSP provides three loading spaces, one for each multifamily building. Loading docks are located oriented towards secondary roads and away from major streets or public view. Loading areas are clearly marked and are separated from parking areas to the extent possible. Staff reviewed the location of the spaces and the uses they will serve and find the proposed three loading spaces are acceptable.

Loading space requirement	Required	Proposed*
Multifamily Residential (100 to 300 dwelling units)	2	-
Total Loading Spaces (12 feet by 33 feet)	-	3

Note: *The submitted plans show the size of the loading spaces provided is 33 feet by 15 feet, which meet the required minimum size of 12 feet by 33 feet.

Bicycle Spaces

A bicycle parking chart is provided on the coversheet, which indicates a total of 49 bicycle parking spaces are provided throughout the site. A total of 25 long-term bicycle parking spaces is provided within the 3 multifamily buildings, as shown on Sheets 24–26, and a total of 24 short-term bicycle parking spaces is provided near each multifamily building's entrance, as shown and labeled on the site plan. Details of the short-term and long-term bicycle racks are shown on Sheet 35. Each short-term bicycle rack includes four racks to accommodate eight spaces, and each long-term bicycle rack can accommodate one space.

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 and Council District 7. There is 11,897 square feet of right-of-way dedication along Addison Road South, which is within the boundary of Capitol Heights.

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 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) and Rural Residential (R-R) Zones; to the west by the right-of-way of Rollins Avenue and land in the R-55 Zone 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 Addison Road Metro Town Center and Vicinity Sector Plan and Sectional Map Amendment* (Addison Road Metro Town Center Sector Plan and SMA). The 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA) rezoned the subject property from the R-R and R-55 Zones to the Townhouse (R-T) Zone. In accordance with a memo from the Office of the General Counsel of The Maryland-National Capital Park and Planning Commission (M-NCPPC), dated August 4, 2016, titled "Applicable Area Master and Sector Plans in Planning Subregions 4, 5, and 7" for the subject site, the Subregion 4 Master Plan and SMA is the applicable master plan, and the applicable overlay D-D-O Zone and development district standards are contained in the previously approved Addison Road Metro Town Center Sector Plan and SMA.

CSP-16001 was approved by the Prince George's County District Council on March 12, 2018, 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 the R-T Zone to the M-X-T Zone to develop a mixed-use project, including approximately 151,365 square feet of commercial/retail space and a total of 940,772 square feet residential use (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 either side of a tributary of Cabin Branch that bisects the property.

Preliminary Plan of Subdivision (PPS) 4-19044 was approved by the Planning Board on April 22, 2021 (PGCPB Resolution No. 2021-53), for 72 lots and 16 parcels for Metro City,

subject to 21 conditions. The property received an automatic certificate of adequacy associated with PPS 4-19044, pursuant to Section 24-4503(a)(1) of the Prince George's County Subdivision Regulations, which became effective April 1, 2022, and is valid for 12 years from that date, subject to the expiration provisions of Section 24-4503(c) of the Subdivision Regulations.

DSP-20012 was approved by the Planning Board on January 20, 2022 (PGCPB Resolution No. 2022-11), for Phase 1 of the 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 has since expired. The subject application, DSP-25002, is submitted for DSP approval for Phase 1 development. The subject DSP includes updated plans specially related to the previously approved 72 townhouses, and eliminating the rooftop gardens in multifamily buildings and assisted living facilities. All other development remains the same as was approved under DSP-20012.

Record plats were approved and recorded on June 25, 2024, and the recordation number ranges from ME 267 Plats 55–62. With the subject plat, 16,017 square feet of right-of-way has been dedicated.

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 24.81 acres and covers the western envelope (also known as Pod 2). Phase 1 will be accessed from Rollins Avenue. Due to the existing stream and its associated buffers, there is only one trail connection proposed between the two development pods in the approved CSP. The alignment of the trail is shown on submitted Exhibit G, with Phase 1 and Phase 2 alignment clearly marked.

The proposed Phase 1 development consists of 72 townhouses and three 5-story 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 53 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 radius 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 Streets B, C, D, and E run south from Metro City Street and loops back to the cul-de-sac. Private streets B, C, and E provide access to the rest of the townhouses, while private street D provide secondary access to the buildings on Parcels I and H. The provision of crosswalks, 6-foot-wide sidewalks on both sides of the private streets, 8-foot-wide sidewalk along Rollins Avenue, and 8-foot-wide Cabin Branch Trail form the pedestrian circulation for the site.

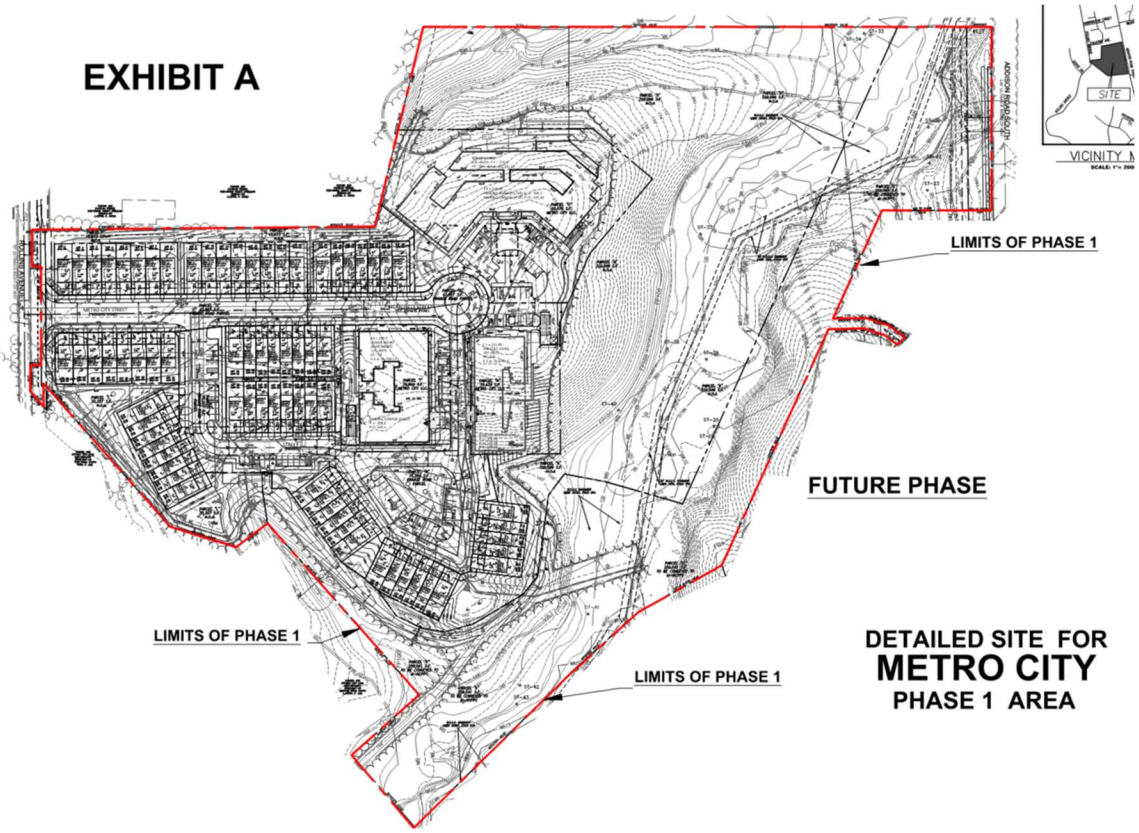


Figure 1: Site Plan for Phase 1

Architecture

Single-Family Attached (Townhouse) Houses

The DSP includes a total of 72 townhouse units in 10 building sticks. Three front-loaded garage townhouse models are proposed with this DSP, with based finished area ranges from 1,951 to 3,092 square feet. Townhouses are designed in the prevailing style within the region, featuring three to four stories in building height, front entries with canopies, articulated with cross gables, bay windows, dormers, balanced fenestration. The townhouses are finished with a combination of brick (mainly on the front façade) and standard siding. The single-family attached (townhouse) standards are provided on Sheet 2 of the site plan set and are provided in the chart below. Staff note that the rear yard setback is not provided with the standards. As estimated on the site plan, the rear yard setback provided is between 23 and 27 feet, which is acceptable. The depth of optional decks measuring 10 feet is also proposed. Therefore, staff recommend establishing the minimum rear setback as 10 feet, which is conditioned herein to be provided.

The McPherson model is 24-foot-wide with two-car garages, and the Ballad and Cadence models are 20-foot-wide with a one-car garage. End units are designated exclusively for McPherson models, while interior units are available for all three models. The proposed townhouse units vary in depth and offer a variety of elevation options. A variety of material and architectural elements are used such as stone veneer, brick veneer, horizontal siding, bay windows, balconies, and optional decks. Based on the colored elevation on Sheet 27, optional decks are proposed for all three models. However, the black and white rear elevations for Ballard and Cadence on Sheet 29 do not include decks as an option. A

condition is included herein requiring the applicant to show the optional decks for rear elevations for the Ballad and Cadence models. In addition, the black and white McPherson rear elevations shows cantilevered deck but with a note indicating "Cantilevered deck will not be offered". The colored elevation shows pole-supported deck for McPherson models. A condition is included here requiring the applicant to show the pole-supported deck for McPherson model on the black and white elevation. A total of 13 highly visible lots is identified on the site plan. Enhanced side elevations have been included for those townhouse models for highly visible lots. The high-visible end unit elevation shows that a minimum first floor brick and four windows in a balanced composition. High visible side elevations on Lots 1 and 24 are fronting Rollins Avenue, with a minimum of two floors finished with brick. High visible side elevations are shown on Sheets 31 and 32 of the DSP set.

Model Name	Front-Loading Garage	Unit Width	Base Finished Area (sq. ft.)	Typical Model Height	Variety in Front Elevation
Ballad	One car	20 feet	1,951–1,966	32'-10.375"	3
Cadence	One car	20 feet	2,144–2,159	32'-10.375"	3
McPherson	Two cars	24 feet	2,307–3,092	35'-10.5"	5

Single-Family Attached (Townhome) Standards	
Minimum Net Lot area	
20 feet wide lot	1680 square feet
24 feet wide lot	2,411 square feet
Minimum Front Yard Set Back	20 feet
Minimum Lot Width at Street Line	20 feet
Minimum Lot Width at Front Street BRL	20 feet
Minimum Distance Between Buildings	20 feet
Minimum Base Finished Area	1,951 square feet
Maximum Height	40 feet
Minimum Yard Area	400 square feet
Optional Deck Sizes	10 feet by 20 feet / 10 feet by 16 feet
Optional Privacy Fence Height	6-foot-high Board on Board Fence
Optional Shed Size	8 feet by 8 feet

Figure 2: Townhouse Building Front Elevations
(24' McPherson for end units, 20' Ballad/Cadence/McPherson for interior units)

Multifamily Buildings – Senior Living and Assisted Living Facility
The subject DSP includes three multifamily buildings, namely two buildings for senior living on Parcels I and G, and one building for 195-bed assisted living facility on Parcel H. The senior living building on Parcel I includes 114 units, and the senior living building on Parcel G includes 126 units. All three buildings are five stories with underground parking and surface parking spaces.

The senior living building on Parcel I and the assisted living facility on Parcel H are located on either side of an internal private street D. The two buildings are designed in a contemporary style with flat roofs and two to three levels of underground parking. 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 stone masonry, as well as faux wood lap siding as accent materials to create visually interesting architecture in a compatible and harmonious way.

The other senior living building on Parcel G, on the north side of the cul-de-sac, is a 5-story building with two levels of underground parking. This building is a wide "C" shaped layout and is also designed in a contemporary style with a 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, exterior insulation finishing system (EIFS), 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. The following chart summarizes the typical units and amenities provided within each building.

Parcel H - Assisted Living Facility (195 beds in 175 rooms)	
Interior Amenity Space (Physical therapy, Activity room, kitchen/dining, Salon, Library)	6,379 SF
Unit Type	**Average Unit Size**
Single Room Occupancy	240 SF
Double Room Occupancy	280 SF
Parcel I - Senior Living Building (114 units)	
Interior Amenity Space (Fitness room, Multipurpose room)	1,093SF
Unit Type	**Average Unit Size**
Studio	500 SF
One-Bedroom	680 SF
Two-Bedroom	900 SF
Parcel G - Senior Living Building (126 units)	
Interior Amenity Space (Media room, Louge, Library, Meeting room, Social Hall with warming kitchen, Multipurpose room, craft room, group fitness room, fitness center, Lock room)	9,087 SF
Unit Type	**Average Unit Size**
Studio	451 SF
One-Bedroom	722 SF
Two-Bedroom	1,000 SF

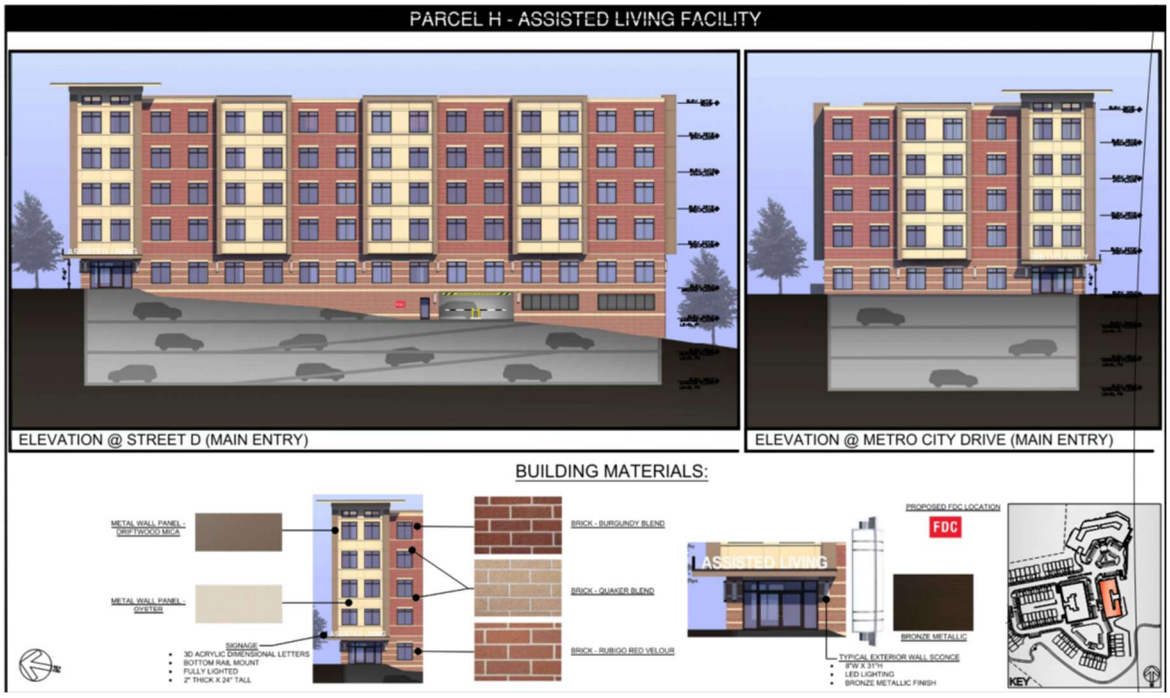


Figure 3: Assisted Living Building on Parcel H

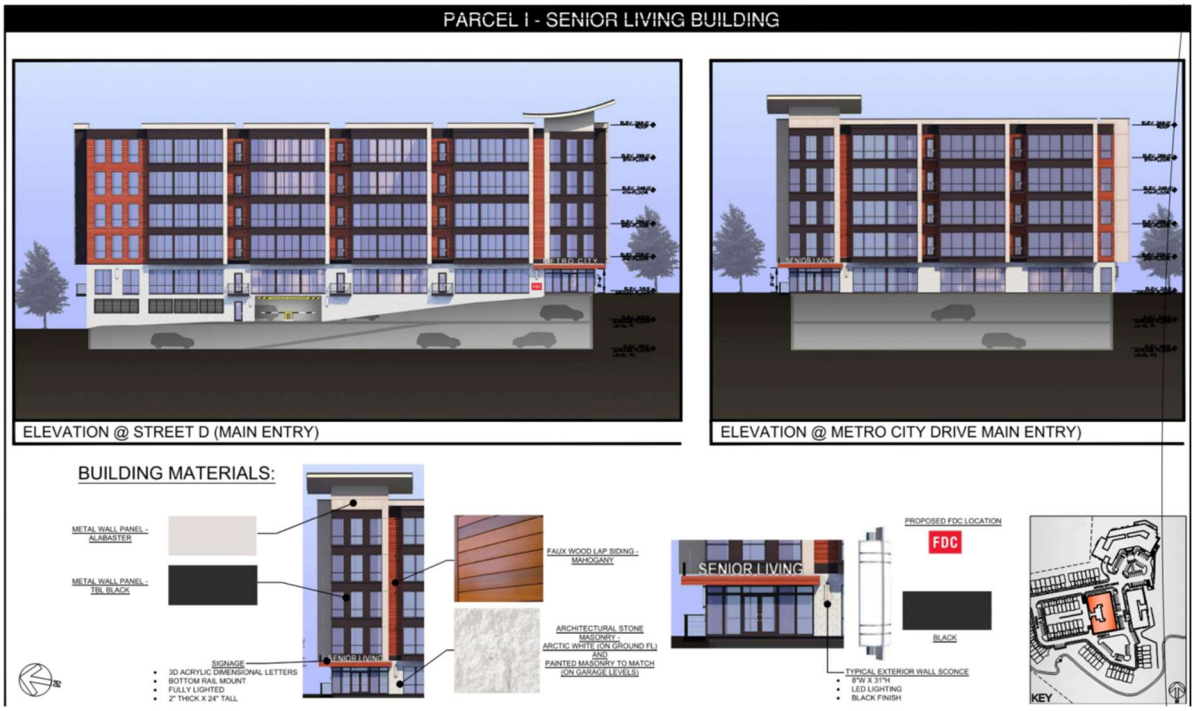


Figure 4: Senior Living Building on Parcel I

Figure 5: Senior Living Building on Parcel G

Recreational Facilities

The DSP proposes to dedicate 5.95 acres of land (Parcel K) to M-NCPPC in fulfillment of the mandatory dedication of parkland, pursuant to Section 24-134(a) of the prior Subdivision Regulations. In addition to the requirement, as noted on Sheets 2, 4, 7, and 24–26 of the DSP set, various interior and exterior amenities are provided within each senior living building and assisted living building, as well as on-site, to meet the recreational needs of the residences.

The assisted living building on Parcel H will feature approximately 6,379 square feet of interior amenity spaces that include a dining room, an in-house salon, a library, an activity space, and a physical therapy room at ground level. The senior living building on Parcel I will feature approximately 1,093 square feet of interior amenity spaces that include a fitness room and multipurpose room. The senior living building on Parcel G will feature approximately 9,087 square feet of interior amenity spaces that include a media room, a lounge, a library, a meeting room, a social hall, a warmings kitchen, a multi-purpose room, a craft room, a group fitness room, a locker room, a fitness center, and an outdoor patio. Floor plans with recreational facilities location are provided on Sheets 24–26 of the DSP set. However, no details of these interior recreational facilities are provided with the DSP, which are conditioned herein to be provided.

In addition to the interior amenities, all exterior recreational facilities and amenities for the three buildings will be provided within the outdoor courtyards on either the ground floor or second floor. The typical outdoor courtyard will have the following amenities: three outdoor propane grills, site furniture, and fire pit (propane). All facilities and amenities will be constructed with the respective multifamily buildings. Floor plans with courtyards are

provided on Sheets 24–26 of the DSP set. Details of these exterior recreational facilities are shown on Sheet 36 of the DSP set.

In addition to recreation facilities provided within multifamily buildings, the development also includes recreational facilities that serve the residents for the whole community. One dog water facility and two dog waste disposal stations are proposed along the proposed Cabin Branch Trail. Two picnic areas with picnic tables and benches are proposed on Parcels L and N, as shown on Sheets 4 and 7 of the site plan set. Details of those facilities are shown on Sheet 36 of the site plan set.

Lighting

The DSP proposes 33 pole mounted lights within Phase 1, including pole lights of various heights in parking areas, along all sidewalks and walking paths, and near main entrance areas of the multifamily buildings. A total of 61 wall-mounted sconces is proposed with the three multifamily buildings. Wall-mounted sconces proposed in Parcels H and I measure 8 inches wide and 31 inches high, featuring bronze metallic and black finishes respectively. Wall-mounted sconces proposed in Parcel G measure 8 inches wide and 22 inches high, featuring graphite finishes. All proposed lighting features light-emitting diode (LED) lights. Proposed wall-mounted lighting locations on elevations are shown on Sheets 16–23. The photometric plan on Sheet 33 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 mounting height at 20 feet. The proposed lighting is comprehensive and effective.

Signage

Two monument signs and two building-mounted signs are included in this DSP. Their locations are shown on Exhibit D. Enlarged plans for two monument signs are shown on Sheet 8 of the landscape plan set, and sign details are shown on Sheets 37–38 of the DSP set. In the mixed-use zones, the design standards for freestanding on-site and building mounted signs shall be determined by the Planning Board for each development at the time of DSP review.

One monument sign advertising "Metro City" is located at the main entrance to the site, off Rollins Avenue. This monument sign consists of an oval-shaped central sign panel mounted between two brick masonry columns. This sign measures 5 feet high and 6 feet wide. Total sign face area is approximately 20 square feet; the sign lettering area is 3 square feet. Another monument sign advertising "Senior Living at Metro City" is located in front of the senior living building on Parcel G. This monument sign consists of a rectangular gray sign panel with raised white, all-capital lettering, mounted between two brick masonry piers and a brick masonry base. This monument sign measures 5.5 feet high and 10 feet wide, with a sign lettering area of approximately 9 square feet. Both signs are illuminated by outdoor floodlights. The details of the floodlights are provided on Sheet 38 of the DSP. Although sign standards in the M-X-T Zone are determined by the Planning Board with the DSP, staff have evaluated both sign designs in comparison to Section 27-624(a) of the prior Zoning Ordinance, for gateway signs. Staff find the proposed monument signs are within the maximum lettering area and height for gateway signs. Staff find that the proposed signs are appropriate in size, type, and design, given the proposed location and the use to be served.

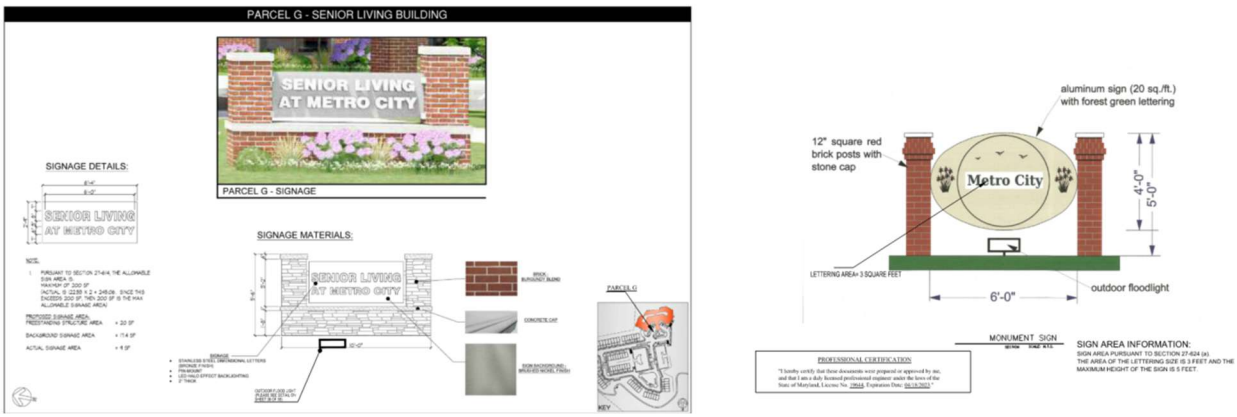


Figure 6: Proposed monument signs

The DSP proposes four canopy-mounted signs, two for the senior living building on Parcel I, and two for the assisted living facility on Parcel H. The canopy-mounted signs are located at the primary entrance corner, where two street-facing façades intersect. The canopy wraps around the corner in an L-shaped configuration, emphasizing the main entry and providing a continuous horizontal datum along both elevations. Proposed canopy-mounted signs feature standing letters perpendicularly located on top of the entrance canopy. As shown on Sheet 38 of the site plan set, each canopy sign has a height of 1.5 feet and a length of 15 feet, with a total area of approximately 45 square feet for each building. Although sign standards in M-X-T Zone are determined by the Planning Board with the DSP, staff have evaluated the canopy sign design in comparison to Section 27-613 of the prior Zoning Ordinance, for building mounted sign or canopy sign. Staff find the proposed canopy signs are within the maximum area and height for canopy signs. Staff find that the proposed signs are appropriate in size, type, and design, given the proposed location and the use to be served.

In conclusion, staff find that the proposed signs are appropriate in size, type, and design, given the proposed location and the use to be served and are in keeping with the remainder of the mixed-use zone development.

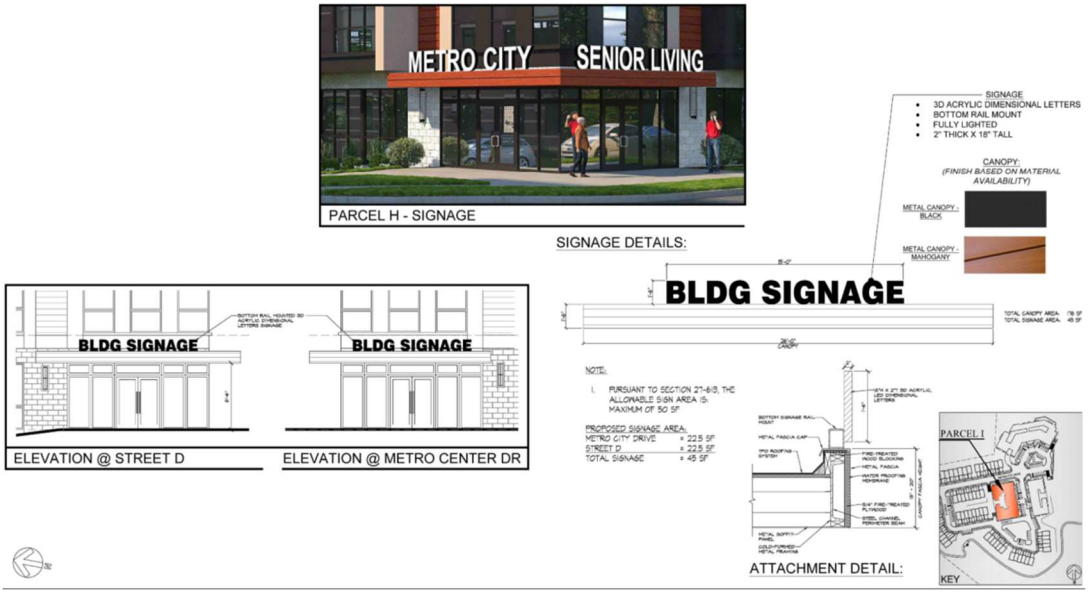


Figure 7: Proposed canopy-mounted signs

Green Building Techniques
Green building techniques will be used in the Phase 1 development to achieve a high-quality and sustainable development project, as listed in general note 32 on the site plan coversheet. 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 Addison Road Metro Town Center and Vicinity Sector Plan and Sectional Map Amendment* and the standards of the Development District Overlay (D-D-O) Zone: 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 within the southern portion of the Town Center and is specifically identified as part of Subarea 4, also known as Addison South (Town Commons), as approved in CSP-16001. As discussed in Finding 2 above, 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 Zone 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 (pages 172–132). Under each section, specific design standards have been provided to guide the development of projects within the development district. The application complies with all applicable D-D-O Zone standards of the Addison Road Metro Town Center Sector Plan and SMA, except for S3(f) (Building Siting and Setbacks) regarding residential garage placement.

Requests to modify Development District Standards

Section 27-548.25(b) of the prior 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 the development district standards, except for one standard related to the location of the residential garages for which the applicant has requested an amendment, in accordance with Section 27-548.25(c) of the prior Zoning Ordinance, 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 prior Subdivision Regulations. The townhouses facing 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 the Addison Road Metro Town Center Sector Plan and SMA. This request to modify development district standards was previously approved under DSP-20012. Staff support this amendment.

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

a. The subject application is in conformance with the requirements of Section 27-547 of the prior Zoning Ordinance, which governs uses in all mixed-use zones.

(1) 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. Dwellings, all types (except mobile homes) are permitted subject to Footnote 7, which states "The maximum number and type of dwelling units shall be determined at the time of the Conceptual Site Plan approval." The assisted living facility is permitted subject to the requirements of Section 27-464.04(a)(1), and (2)(A), (C), (D), and (E) of the prior Zoning Ordinance.

CSP-16001 approved a total of 1,043 residential dwelling units and a 0.92 floor area ratio (FAR), with a note indicating that the total number of the dwelling units consists of 73 townhouse units, 664 condominium units, 112 apartment units for the elderly (age 55 and plus) and 194 assisted living units. As long as they are within the maximum approved FAR in this application, the mixes of the dwelling units and the square footage of the development may be altered in future development stages in response to the market condition or as amended by each DSP. Another note indicates that FAR may be increased at the time of DSP in accordance with the provisions of Section 27-545(b) of the prior Zoning Ordinance; but not exceed 1.4 as approved with this CSP. Additional bonus incentives are required to support a FAR higher than 1.4 and to obtain new approval. The Phase 1 development includes 312 residential units, namely 72 townhouse units and 240 multifamily units for seniors, as well as 195-bed assisted living facility. The FAR for Phase 1 is 0.39. The proposed dwelling units and FAR are consistent with approved CSP-16001.

(2) Section 27-464.04(a)(1), and (2)(A), (C), (D), and (E) provides standards for assisted living facility, as follows:

(a) An assisted living facility permitted (P) in the Table of Uses shall be subject to the following:

(1) Guidelines for development.

(A) The following guidelines shall be considered:

(i) If more than one (1) building is proposed, residential units should be clustered together in small to medium size groups to give a more residential character to the site.

Only one assisted living facility building is proposed.

(ii) The entry to the assisted housing site should provide easy recognition of the facility and a safe and unambiguous vehicular route to the building entry and passenger drop-off area.

The main entry to the assisted living building will be on Metro City Drive and Street D. The vehicular route from Metro City Drive to Street D to the building entry and passenger drop-off area is designed as a safe and unambiguous route. The entrance/exit doors of the building are located at the corner of the building. As mentioned in above Finding 6, two canopy-mounted signs will be installed, one facing Metro City Drive, and the other facing Street D. These two signs will provide easy recognition of the facility.

(iii) The radius and width of the entry drive should allow cars and vans to maneuver easily.

The radius of entry drive at the cul-de-sac is labeled as 50 feet. The cul-de-sac is designed for one-way access, counterclockwise circulation, with the one-way access lane measuring approximately 19 feet in width. Street D is measured at 24 feet wide for two-way access. The widths shown on the site plan are consistent with approved PPS. The radius and widths are standard for one-way and two-way streets to allow cars and vans to maneuver easily.

(iv) The drop-off area should be close and convenient to the building entry, but should be spacious enough to accommodate wheelchairs, open car doors, and passing cars.

As shown on Sheet 7, a drop-off area with Americans with Disabilities Act (ADA) accessible ramps leading to the entrance of the building is provided in front of the building on Parcel H. The location is close and

convenient, and the ramp serves the drop-off area and accommodates wheelchairs.

(v) A canopy or cover offering protection from the weather should normally be provided over the building entry and passenger drop-off area.

At the building entry, the L-shaped building overhangs wrap around the building corner, emphasizing the main entry and providing a protective cover for the passenger drop-off area.

(2) Requirements.

(A) A recreational facilities plan shall be submitted demonstrating that sufficient recreational facilities or opportunities are provided to serve the prospective resident population. Facilities may be provided on site or within adjoining development. In any case, but particularly if on adjoining property, there shall be a staging plan for the facilities constructed. Recreational areas should be clustered together to increase levels of activity, use of amenities, and the sense of vitality of the community.

As discussed in Finding 6 above, recreational facilities plans for the assisted living facility are submitted on Sheet 24 of the DSP. The detailed facilities and square footage are included in the amenity chart on Sheet 2. The assisted living building on Parcel H will feature approximately 6,379 square feet of interior amenity spaces that include a dining room, an in-house salon, a library, an activity space, and a physical therapy room at ground level. Staff find the proposed amenities demonstrate that sufficient recreational facilities are provided to serve the prospective resident population.

(C) The facility shall be located on a minimum of three and one-half (3.5) acres of land.

The gross area for Phase 1 is 24.81 acres. This requirement is met.

(D) The subject property shall be adjoining residentially zoned land.

The subject property adjoins residentially zoned land on the west and south sides of the property. The northern sides of the property adjoin land zoned Mixed Use – Infill (M-U-I), but have been developed as single-family homes.

(E) A Detailed Site Plan shall be approved for the facility in accordance with Part 3, Division 9, of this Subtitle.

The subject DSP application is submitted to meet this requirement.

(3) Section 27-547(d) of the prior Zoning Ordinance provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

CSP-16001 approved a mixed-use development, including approximately 151,365 square feet of commercial/retail space and 940,772 square feet of residential use(1,043 residential dwelling units). The CSP approval fulfills this requirement for a minimum of two uses. Phase 1 is the western pod (Pod 2) in the approved CSP, which is designated for a residential development. The subject DSP for Phase 1 includes 312 residential units and 195-bed assisted living facility, which is consistent with the approved CSP-16001.

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

Section 27-544. Regulations.

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

The DSP has been reviewed in accordance with, and complies with, the applicable requirements from the above sections of the prior Zoning Ordinance, in Findings 2, 6, 8, and 11 within this technical staff report.

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

(a) Maximum floor area ratio (FAR):

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

(2) With the use of the optional method of development—8.00 FAR.

The applicant proposes to use the optional method of development for the subject DSP, in accordance with Section 27-545 of the prior Zoning Ordinance. The base FAR is 0.4 for the subject M-X-T-zoned property. Section 27-545(b)(4), Residential use, notes that, "Additional gross floor area equal to a FAR of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided." Accordingly, this DSP receives one additional FAR, as 1,043 residential units are approved with CSP-16001.

As mentioned above in Finding 8(a)(1), the CSP-16001 approved a 0.92 FAR, with a note indicating that FAR may be increased at the time of DSP, in accordance with the provisions of Section 27-545(b), but not to exceed maximum allowed 1.4 FAR. The FAR for Phase 1 is 0.39, which is consistent with approved CSP.

(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.

This DSP for Phase 1 proposes two multifamily buildings for the senior living, one assisted living facility, and 72 fee-simple townhouses located 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. A single-family attached (townhouse) standards chart is provided on Sheet 2 of the DSP, establishing full proposed regulations for the townhouse lots, including deck, fence, and shed standards.

(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, as discussed in Finding 11.

(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 calculation for the proposed development is based on the entire property which is subject of the approved CSP-16001, and the calculation is in accordance with this requirement. The FAR for Phase 1 is 0.39 and is consistent with approved CSP-16001.

(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 prior Subtitle 24 of the Prince George's County Code.

(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 proposes 20-foot-wide and 24-foot-wide lots with 1,680 square feet as minimum net lot area, which meets the requirements for the minimum lot size of 1,200 square feet. The minimum gross living space provided is 1,951 square feet, which meets the requirement of minimum 1,250 square feet. The minimum building width in any continuous, attached group is larger than the minimum 18 feet. 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). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.

This 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) of the prior Zoning Ordinance, 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 prior Zoning Ordinance, which requires additional findings for the Planning Board to approve a DSP in the M-X-T Zone, as follows:

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

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

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

Section 27-542. Purposes.

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

The subject DSP promotes the orderly development of land through a mix-used development that is in proximity to a major interchange, MD 214 (Central Avenue) and Addison Road. The site is just over a half mile from the Addison Road-Seat Pleasant Metro Station. Metro City will be a continuation of a development vision 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 Sector Plan and SMA. 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. Phase 1 development 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;

This application is located in the Established Communities Growth Policy Area of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035). The Subregion 4 Master Plan recommends medium-high density residential land use on the subject property, which is within Living Area D. The master plan also retained the previously approved D-D-O Zone and development district standards from the Addison Road Metro Town Center Sector Plan and SMA.

The DSP proposes Phase 1 of the larger Metro City mixed-use project and is aimed at implementing the recommendations in approved Plan 2035, the Subregion 4 Master Plan, and the Addison Road Metro Town Center Sector Plan. The development generally aligns with the Living Area D master plan recommendations by supporting compatible residential development patterns, it supports the intent of transportation policies related to multimodal access and complete streets. Phase 1 development promotes an orderly development of land with the residential components of a future mixed-use development to create a compact, mixed-use and walkable communities in close proximity to the major intersection of MD 214 and Addison Road South, and Addison Road-Seat Pleasant Metro Station.

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

The subject DSP application takes full advantage of the development potential inherent in the M-X-T Zone by placing a mix-used development in an underutilized and wooded site near a Metro station. By expanding the variety of residential developments that exist in the vicinity area, along with all the future mix of uses and site improvements that the DSP proposes, the DSP will conserve the value of land and buildings by maximizing the public and private development potential.

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

The approved CSP-16001 expanded the boundary of the approved Addison Road Metro Town Center D-D-O Zone to include the overall Metro City property, and this DSP for Phase 1 is appropriate in this area due to the proximity to the transit station. The overall Metro City development will include a mixture of residential and nonresidential uses that are in proximity to each other. Given proximity to the Metro station, along with the shuttle that will be provided for the development, the mixed-use development and the pedestrian network provided within the site will facilitate transit use, and will reduce automobile dependence and encourage walking, cycling, and other sustainable modes of transportation within the site. In addition, the site's proximity to the MD 214 and Addison Road interchange allows for short travel times and helps alleviate traffic congestion on local roads.

(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 overall Metro City development will introduce a mix of housing units and commercial and retail establishments to the site. The DSP proposes various residential uses in the Phase 1 development that will complement each other. Future commercial uses in Phase 2 are expected to operate during late-night hours, while other businesses will remain open beyond the standard workday. Collectively, these uses will contribute to a vibrant, 24-hour environment. Future residents and employees within the project are expected to patronize the planned commercial and retail establishments both during and after work hours, fostering an active and dynamic community atmosphere for 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. The Phase 1 and Phase 2 developments will be connected by pedestrian trails.

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

The overall Metro City development will offer a mix of uses that includes both residential, assisted living facilities, as well as commercial uses. All of the proposed uses are intended to blend together harmoniously. Phase 1 includes residential development that is designed to protect the existing environmental features on the site. Phase 1 development 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;

The building design in the Metro City Phase 1 supports the goal of establishing dynamic and functional relationships among individual uses, while contributing to a distinctive visual character and identity. This DSP for Phase 1 of the Metro City project includes three 5-story multifamily for seniors and assisted living facility buildings and 10 sticks of 72 townhouses, which facilitates a smooth transition between different land uses and minimizes its impact on nearby residential areas. The preservation of existing vegetation and the addition of perimeter landscaping, collectively provide natural screening and enhance the site's integration with its surroundings. In addition, Phase 1 development will be a continuation of the distinctive visual character and identity that has already been established through the neighboring developments, including The Park at Addison Metro and Brighton Place.

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

Green building and sustainable site development techniques 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. The submitted stormwater management (SWM) concept plan shows stormwater to be directed into a combination of microbioretention facilities and underground storage.

(9) To permit a flexible response to the market and promote economic vitality and investment; 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. The current market shows strong demand for affordable, upscale mixed-use communities that are accessible by Metro, largely driven by the revitalization of the District of Columbia real estate sector. Many members of the District of Columbia workforce can no longer afford to live within the District and are seeking alternative locations for both living and working. Metro City development offers a prime opportunity to address these needs, providing a high-quality mixed-use development conveniently located near a Metro station. Phase 1 of this DSP features diverse housing options, while Phase 2 will introduce further residential units alongside commercial and retail spaces, ensuring the project is well positioned to permit a flexible response to the market and promote economic vitality and investment.

(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 in the 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 or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;

The subject property was rezoned through the approval of CSP-16001, in accordance with the D-D-O Zone provisions of the Zoning Ordinance; therefore, this finding is not applicable.

(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 Metro City property is bisected by the Cabin Branch Stream Valley. The subject DSP of the Phase 1 development on the western pod has a predominantly residential character. The proposed development is physically and visually integrated with the existing development along Rollins Avenue. High visible elevations are proposed for townhouses facing Rollins Avenue to enhance the street view. The construction of the pedestrian system from the main entrance, making connections throughout the development to existing sidewalk and trail network, will add a further element of an outward orientation to surrounding development.

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

Phase 1 of the Metro City mixed-use project is consistent with the Living Area D recommendations in the Subregion 4 Master Plan, as it promotes compatible residential development patterns and supports transportation policies focused on multimodal access and complete streets. The site plan for Phase 1 features a diverse mix of residential types, including townhomes and multistory buildings. Townhouse units are purposefully situated at the western edge of the property to complement the adjacent single-family detached and attached residences. Multistory buildings have been thoughtfully designed with regard to compatibility, utilizing appropriate massing, materials, and architectural articulation to ensure a cohesive visual appearance. The proposed development is anticipated to significantly enhance the aesthetics of the surrounding neighborhoods.

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

Metro City is envisioned as a pedestrian-friendly, urban development, with a variety of mixed-use buildings, park-like settings and open spaces, and a mixture of both active and passive recreational amenities for all ages. As approved in CSP-16001, the mix of uses includes commercial/retail, and residential development in two distinctive pods. The subject DSP, Phase 1 development of Metro City, 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.

The limits of disturbance shown on the Type 2 tree conservation plan (TCP2), and the impact exhibits provided, the regulated environmental features (REF) on the subject property have been preserved and/or restored to the fullest extent possible. Six impacts were previously approved under CSP-16001 and modified with PPS 4-19044. Impacts 1 through 6 are not proposed to be modified with the subject application. Three impacts were reviewed and approved with DSP-20012 which has expired. The subject application proposes to request those three impacts to REF, identified as Impacts 7 through 9, which are detailed below. Staff find that primary management area (PMA) Impacts 7 through 9 are necessary and are reasonable for the orderly and efficient development of the subject property. 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. The subject site is bisected by a tributary of Cabin Branch and the two proposed development envelopes are located on the east and west sides of the stream valley. 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. The two phases of development will be connected by pedestrian path only; 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;

The submitted plans include a comprehensive and convenient pedestrian network. Six- to eight-foot-wide sidewalks are provided throughout the site, with perpendicular or parallel crosswalks at crossings with vehicular traffic. This DSP for Phase 1 includes a portion of the larger pedestrian system - Cabin Ranch Trail. The Phase 1 trail will extend to Phase 2, as shown on Exhibit G. 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 and gathering places have been shown on the DSP along private streets and in picnic areas on Parcels N and L. 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. Pet waste disposal stations and pet water stations are proposed along the 8-foot-wide Cabin Ranch Trail, providing amenities for pedestrians. Within each multifamily building, on the ground floor, interior courtyards are proposed as gathering places for residence, as shown on Sheets 25 and 26.

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

This finding was met with the approval of CSP-16001 on December 14, 2017, and most recently with the approval of PPS 4-19044 on April 22, 2021.

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

This finding was met with the approval of CSP-16001 on December 14, 2017, and most recently with the approval of PPS 4-19044 on April 22, 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 prior Zoning Ordinance, as cross-referenced in Section 27-283 of the prior 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 of the prior Zoning Ordinance, 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.

Staff find that the D-D-O Zone standards cover all aspects of Section 27-274, except for Section 27-274(a)(10)(A), Architecture, "When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles." The architecture proposed for the various buildings in this Phase 1 DSP features 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, common materials and colors are proposed throughout the entire Phase 1 development, to achieve a level of consistency of a uniform design scheme. The proposed development satisfies applicable standards.

9. **Conceptual Site Plan CSP-16001:** CSP-16001 was approved by the Prince George's County District Council on March 12, 2018, subject to six conditions and one consideration. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff's analysis of the conditions follows each one, in plain text:

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 transportation-relevant conditions from CSP-16001 have been fulfilled, and improvements shall be constructed in general conformance to the DSP. The applicant includes a 5-foot designated bicycle lane and an 8-foot sidewalk along the Rollins Avenue frontage. The plan sheets identify dedicated bicycle parking adjacent to the two senior living facilities and the assisted living facility. Internal roads contain standard sidewalks along both sides to the extent practicable. Addison Road frontage improvements are shown in this application, but shall be constructed with subsequent DSP applications.

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 3 multifamily 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. Two multifamily and one 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 townhouses, multifamily buildings, and assisted living facility 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 following 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-25002, as plan notes 26 and 27. This condition has been met.

10. Preliminary Plan of Subdivision 4-19044: PPS 4-19044 was approved by the Planning Board on April 22, 2021 (PGCPB Resolution No. 2021-53), subject to 21 conditions. The conditions relevant to the review of this DSP are listed below in **bold** text. Staff's analysis of the conditions follows each one, in plain text:

2. 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 proposed to develop the prior platted 72 lots and 10 parcels with 72 single-family attached dwellings and 435 elderly housing and assisted living multifamily dwelling units. The uses proposed within the subject DSP-25002 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.

An approved revision to the approved SWM Concept Plan (48903-2016-01) was submitted with the subject application. The approval is valid until November 15, 2026. Phase 1 of the project is in conformance with this concept plan, and the development must comply with the conditions of approval from the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

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 final plat has been recorded. The PUEs were reflected on the approved plats for the project, and the DSP reflects the existing PUEs.

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 required right-of-way along the frontage of Parcel K was dedicated at the time of the final plat recordation. The DSP accurately reflects the area of dedication.

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-25002 proposes residential development on Lots 1–72 and Parcels G, H, and I. Parcels A, F, K, L, M, N, and Q are approved for private roads, open space, and parkland, including development of a portion of the Cabin Branch Trail. Development proposed with this DSP application conforms to development evaluated with PPS 4-19044 for these lots and parcels. The traffic generation for this application remains within 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."**

TCP2-2026-0018 for Phase 1 is submitted as a minor revision under the grandfathering and plan conformance provisions contained in Section 25-119(c) and (g) of the WCO, and is in conformance with previously approved Type 1 Tree Conservation Plan TCP1-004-2017-01.

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.

A deed of conveyance was submitted with the final plat of subdivision, as required by the above condition.

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.**

    The proposed DSP includes sidewalks, curb ramps, crosswalks, and bicycle lanes along Addison Road South and Rollins Avenue, according to the PPS condition. The applicant also provided bicycle parking and 6-foot-wide, internal sidewalks. This condition has been met. All transportation-relevant conditions from PPS 4-19044 have been fulfilled, and improvements shall be constructed in conformance with the DSP.

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.

The subject 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 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. Exhibit G includes the limits and widths of the Cabin Branch Trail for both Phases 1 and 2. Sheets 4, 7, and 9 of the civil plans set include the details of the limits, widths, and easements of the Cabin Branch Trail for Phase 1. 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 is satisfied.

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 PPS review, the applicant proffered to dedicate 5.95 acres of land to The Maryland-National Capital Park and Planning Commission, to meet the requirements of Section 24-134(a) of the prior Subdivision Regulations, for

mandatory dedication of parkland. The area to be dedicated is shown as Parcel K and includes a trail connection between Phases 1 and 2 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, were established in a public recreational facilities agreement (RFA) for the trail which was recorded at the time of the final plat, in accordance with Condition 20, in Book 49631 Page 566. 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 dedication of parkland; therefore, a RFA and bonding of these private recreational facilities is not required.

The applicant submitted the recorded public RFA, which details the alignment of the Cabin Branch Trail and its connections to the Phase 1 development, as shown on the site plan. Prior to 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*. This will include the connection up to the southwest property line and as detailed in the recorded public RFA.

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 DSP depicts the location of the Cabin Branch Trail, in accordance with PPS 4-19044, and includes details for the proposed trail. As required by Condition 21, triggers for construction of the trail, to ensure its completion with the first phase of development, were established in a public RFA for the trail which was recorded at the time of the final plat, in accordance with Condition 20, in Book 49631 Page 566. The construction schedule approved with the public RFA shows the trail being constructed in two phases. Construction details for the trail should be included on the site plan per the *Parks and Recreation Facilities Guidelines,* which is conditioned herein to be provided.

11. 2010 Prince George's County Landscape Manual: In accordance with Section 27-548(d) of the prior Zoning Ordinance, landscaping, screening, and buffering within the M-X-T Zone should be provided pursuant to the provisions of the 2010 *Prince George's County Landscape Manual* (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. As discussed in Finding 7 above, the submitted landscape plan shows that the subject DSP is in conformance with those landscape-related D-D-O Zone standards.

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, of the Landscape Manual. The submitted landscape plan shows that the subject DSP is in conformance with applicable requirements in the Landscape Manual.

12. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance: This property is subject to the grandfathering provisions of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the property had a tree conservation plan that was approved before June 30, 2024. The property must conform to the environmental regulations of the WCO and the 2018 *Environmental Technical Manual*. The property is also subject to the environmental regulations in prior Subtitles 24 and 27 of the Prince George's County Code because there is a previously approved CSP and PPS.

The site is subject to the WCO because it has previous tree conservation plan approvals (TCP1-004-2017 and TCP1-004-2017-01). TCP2-2026-0018 for Phase 1 is submitted as a minor revision under the grandfathering and plan conformance provisions contained in Section 25-119(c) and (g) of the WCO. The woodland conservation requirement based on the proposed clearing is 4.93 acres, which is proposed to be met with 4 acres of woodland preservation and 0.93 acre of off-site woodland conservation credits. The TCP2 shows a master-planned hiker/biker trail which is required to be constructed by the applicant. Three impacts to regulated environmental features (REF) for the construction of this trail are discussed herein.

13. Prince George's County Tree Canopy Coverage Ordinance: Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 2,500 square feet of gross floor area, or disturbance, and requires a grading permit. Properties that are zoned RMF-48 are required to provide a minimum of 20 percent of the net tract area in tree canopy coverage (TCC). This DSP includes Phase 1 development of 17.75 net tract area in the RMF-48 Zone, which results in a required TCC of 3.55 acres, or 154,638 square feet for the site. The TCC schedule provided on the landscape plan indicates that approximately 12.5 acres or 555,390 square feet of existing woodland has been conserved on the site, which exceeds the required TCC requirements.

14. Referral comments: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and incorporated herein by reference:

a. **Historic Preservation and Archeological Review**—In a memorandum dated May 4, 2026 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted that the Subregion 4 Master Plan contains goals and policies related to historic preservation (pages 287–296). However, these are not specific to the subject site, or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property was high. A Phase I archeology survey was conducted on 18.7 acres of the subject property, by the applicant's archeology consultant, in December 2019. A final report was received by staff on March 28, 2022. The subject property does

not contain and is not adjacent to any designated Prince George's County historic sites or resources.

b. **Community Planning—**In a memorandum dated May 1, 2026 (Klein to Sun), the Community Planning Division provided an analysis of the subject DSP's conformance with the recommendations of the 2014 *Plan Prince George's 2035 Approved General Plan* (Plan 2035), the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment* (Subregion 4 Master Plan and SMA), and the 2000 *Approved Addison Road Metro Town Center and Vicinity Sector Plan and Sectional Map Amendment* (Addison Road Metro Town Center Sector Plan and SMA), and supported the proposed modification to development district standards requirements, which are discussed in Finding 7 above.

c. **Transportation Planning—**In a memorandum date May 1, 2026 (Mulliken to Sun), the Transportation Planning Section offered the following:

Master Plan Recommendations
This application is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the Addison Road Metro Town Center Sector Plan and SMA, and the Subregion 4 Master Plan and SMA.

Master Plan Right-of-Way

Rollins Avenue (P-403): 60-foot Right-of-Way
The MPOT and the Subregion 4 Master Plan and SMA identify an ultimate right-of-way width of 60 feet for Rollins Avenue, as shown on the submitted plan sheets.

Addison Road (A-33): 120-foot Right-of-Way
The MPOT and the Subregion 4 Master Plan and SMA identify an ultimate right-of-way width of 120 feet for Addison Road south, between MD 214 (Central Avenue) and Walker Mill Road, as shown on the submitted plan sheets.

Master Plan Pedestrian and Bicycle Facilities

Cabin Branch Trail: a multi-use trail; both the MPOT and the Subregion 4 Master Plan and SMA designate a trail from MD 214 to Beaverdam Creek. The shared-use path connecting Rollins Avenue and Addison Road represents a portion of the Cabin Branch Trail.

The Cabin Branch Trail is shown as the 8-foot-wide asphalt trail along the southern portion of the Phase 1 development that connects directly to pedestrian facilities internal to the site, and to frontage improvements along Rollins Avenue.

Recommendations, Policies, and Goals

MPOT
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.**
>
> Six-foot-wide sidewalks are shown along both sides of all streets within the development to meet master plan intent.
>
> **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.**
>
> An 8-foot-wide sidewalk and a 5-foot-wide striped bicycle lane are proposed along the frontage of Rollins Avenue, to meet master plan intent. These frontage improvements connect to the internal pedestrian and bicycle network through the site.
>
> **Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 American Association of State Highway and Transportation Officials *Guide for the Development of Bicycle Facilities.***
>
> A dedicated bicycle lane is provided along the Rollins Avenue frontage of the development site and provides a shared-use path for the portion of the Cabin Branch Trail located on-site to meet master plan intent.

2010 Subregion 4 Master Plan and SMA
The Transportation Recommendations Section of the Subregion 4 Master Plan and SMA provides 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** (page 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** (page 233)

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

The proposed plans include sidewalks, bicycle lanes, and trails, improving or adding to existing networks and increasing connections to the Addison Road Metro station.

2000 Addison Road Metro Town Center Sector Plan and SMA
The Public Area Sections of the Addison Road Metro Town Center Sector Plan and SMA detail the following design standards (page 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 on the pavement. Crosswalk materials for primary intersections shall be consistent throughout 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.

The facilities and circulation included in the DSP generally comply with the design standards included in the Development District Overlay (D-D-O) Zone, including a 6-foot planting strip located between the internal roads and sidewalks.

d. **Subdivision**—In a memorandum dated May 5, 2026 (Gupta to Sun), the Subdivision Section provided an analysis of the conditions of PPS 4-19044 and notes the property received an automatic certificate of adequacy associated with PPS 4-19044, pursuant to Section 24-4503(a)(1) of the Subdivision Regulations, as included in Finding 10 above.

e. **Environmental Planning**—In a memorandum dated May 1, 2026 (Meoli to Sun), the Environmental Planning Section offered the following:

Natural Resources Inventory
Section 27-282(e)(5) of the prior Zoning Ordinance requires an approved natural resources inventory (NRI) plan with DSP applications. NRI-045-2016 was provided with a one-year revalidation that is valid until December 8, 2026. The NRI covers both Phase 1 and 2 (not subject to this DSP). The primary management area (PMA) is comprised of 100-year floodplain and REF in the form of streams, wetlands, stream buffers, wetland buffers, and steep slopes.

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 Technical Manual." Specimen Trees ST-45 through ST-47 were approved for removal, as part of CSP-16001. ST-10 and ST-38 were removed prior to this application, with the construction of the Beaverdam Basin Sanitary Sewer System Rehabilitation project (FCP No. 313-15). 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
Section 27-285(b)(4) of the prior Zoning Ordinance states that the Planning Board may approve a DSP if it finds that the REF have been 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 prior Subdivision Regulations. The PMA is comprised of 100-year floodplain and REF in the form of streams, wetlands, stream buffers, wetland buffers, and steep slopes.

Section 24-130(b)(5) states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to REF should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property, or are those that are required by County Code for reasons of health, safety, or welfare. The cumulative impacts for the development of a property should be the fewest necessary and sufficient to reasonably develop the site in conformance with the County Code. Impacts to REF must first be avoided and then minimized.

Six impacts were previously approved under CSP-16001 and modified with PPS 4-19044. Impacts 1–6 are not proposed to be modified with the subject

application. The subject application is reliant on the approval of these impacts. Three impacts were reviewed and approved with DSP-20012, which has expired. The subject application proposes to request those three impacts to REF, identified as Impacts 7–9, which are detailed below.

Impact 7: Construction of Hiker/Biker Masterplan Trail
This DSP proposes a new impact to PMA on Parcel K, for construction of the master plan trail. Impact 7 will permanently impact an area of 256 square feet of PMA, consisting of stream buffer and associated steep slopes. This impact is supported as proposed because it is needed for the required master plan trail system, cannot be placed elsewhere to avoid the impact, and has been minimized to the extent practicable.

Impact 8: Construction of Hiker/Biker Masterplan Trail
This DSP proposes a new impact to PMA on Parcel K, for construction of the master plan trail. Impact 8 will permanently impact an area of 10,533 square feet of PMA, including 9,593 square feet of stream buffer. This impact is supported as proposed because it is needed for the required master plan trail system, cannot be placed elsewhere to avoid the impact, and has been minimized to the extent practicable.

Impact 9: Construction of Hiker/Biker Masterplan Trail
This DSP proposes a new impact to PMA on Parcel K, for construction of the master plan trail. 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 impact is supported as proposed because it is needed for the required master plan trail system, cannot be placed elsewhere to avoid the impact, and has been minimized to the extent practicable.

In summary, the proposed impacts of the REF are supported. These impacts cannot be avoided because they are required for the construction of a hiker/biker master-planned trail which cannot be relocated to other parts of the site. The plan shows the preservation, restoration, and enhancement of the remaining areas of REF and PMA located on-site. The impact is a necessary impact for the orderly development of the property and is supported as proposed.

Stormwater Management
Section 27-282(e)(11) of the prior Zoning Ordinance requires a stormwater management (SWM) concept approval prior to acceptance of a DSP. An approved SWM Concept Plan (No. 48903-2016-01) was submitted showing the use of infiltration and 100-year attenuation. This SWM plan was approved on November 15, 2023, and expires on November 15, 2026.

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. Tall retaining walls are planned to facilitate the proposed development. A geotechnical investigation report with a global stability analysis shall be reviewed and approved by the Prince George's

County Department of Permitting, Inspections and Enforcement (DPIE) prior to issuance of permits. The retaining wall design including the geotechnical analyses shall be performed in accordance with Prince George's County Retaining Wall Requirements, Techno-Gram 002-2021. This information is provided for the applicant's benefit. No further action is needed as it relates to this application.

Erosion and Sediment Control
The County requires the approval of an erosion and sediment control plan. Development shall comply with the requirements for sedimentation and erosion control, in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the County Code. The TCP2 must reflect the ultimate limits of disturbance, not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures.

f. **Permit Review**—The Permit Review Section has no comments on the subject application.

g. **Prince George's County Department of Parks and Recreation (DPR)**—In an email dated May 6, 2026 (Thompson to Sun), DPR provided review and evaluations for conformance with the requirements and recommendations of area master plans, the *Land Preservation, Parks and Recreational Program for Prince George's County*, Plan 2035, and the 2013 *Formula 2040: Functional Master Plan for Parks, Recreation and Open Space*, as they pertain to public parks and recreation. DPR also provided an analysis of the conditions of PPS 4-19044 that are relevant to recreational facilities. The review suggests Conditions 2 and 3 of prior approval of DSP-20012 (PGCPB Resolution No. 2022-11) should be carried forward as conditions of approval for the subject DSP.

h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer comments on this application.

i. **Prince George's County Fire/EMS Department**—In a memorandum dated March 30, 2026 (Reilly to Sun), the Fire/EMS Department offered fire-related comments. The post Subdivision and Development Review Committee submission on April 27, 2026 provided revised materials. In an email dated April 27, 2026, the Fire/EMS department confirmed that the revised materials satisfied all fire-related comments.

j. **Prince George's County Police Department**—At the time of the writing of this technical staff report, the Police Department did not offer comments on this application.

k. **Prince George's County Health Department**—In a memorandum dated April 1, 2026 (Adepoju to Sun), the Health Department provided several comments relating to availability of healthy foods, obtaining a license for the proposed assisted living program, and comments addressing potential construction activity impacts (noise and dust) extending into adjacent properties during construction. The assisted living program should be obtained through the Maryland Office of Health

Care Quality and adhere to all regulations set under the license. Adherence to construction standards will be required by DPIE during the permitting process.

l. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated July 26, 2023 (Wright to Bobys), WSSC provided a hydraulic planning analysis and conditions of approval which will be addressed during the system extension permit stage.

m. **Municipality (Capital Heights)**—At the time of the writing of this technical staff report, Capital Heights did not offer comments on this application.

15. **Community feedback**—At the time of the writing of this technical staff report, staff did not receive any inquiries from the community regarding the subject DSP.

16. The subject application adequately takes into consideration the requirements of the D-D-O Zone, and the Addison Road Metro Town Center Sector Plan and SMA. The amendments to the development district standards required for this development would benefit the development and the development district, as required by Section 27-548.25(c) of the prior Zoning Ordinance, and would not substantially impair implementation of the sector plan.

17. Based on the foregoing, and as required by Section 27-285(b)(1) of the prior Zoning Ordinance, the DSP, represents a reasonable alternative for satisfying the site design guidelines of prior Subtitle 27, Part 3, Division 9, of the County Code, without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use. Specifically, these site design guidelines are supplanted by the development district standards contained in the Addison Road Metro Town Center Sector Plan and SMA.

18. As required by Section 27-285(b)(2) of the prior Zoning Ordinance, this DSP conforms to CSP-16001.

19. Section 27-285(b)(3) of the prior Zoning Ordinance does not apply to this DSP because it is not a DSP for infrastructure.

20. Per Section 27-285(b)(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)." No new specimen trees are requested for removal with DSP-25002. In conformance with Section 24-130(b)(5), based on the level of design information currently available, the limits of disturbance shown on the TCP2, and the impact exhibits provided, the REF on the subject property have been preserved and/or restored to the fullest extent possible. Staff find that PMA Impacts 7–9 are necessary and reasonable for the orderly and efficient development of the subject property.

RECOMMENDATION

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

A. APPROVAL of Alternative Development District Overlay (D-D-O) 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 detailed site plan.

B. APPROVAL of Detailed Site Plan DSP-25002 and Type 2 Tree Conservation Plan TCP2-2026-0018, for Metro City, Phase 1, subject to the following conditions:

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the detailed site plan as follows, or provide the specified documentation:

    a. Provide details for interior recreational facilities for the senior-living buildings and assisted-living facility.

    b. Revise the architectural elevation as follows:

        (1) Show the optional decks on rear elevations for Ballad and Cadence models.

        (2) Show the pole-supported deck for the McPherson model on the black and white elevation.

    c. On Sheets 10–15, label all lots and parcels with their plat recording reference. Label all parcels with their ultimate ownership, for example: to be conveyed to the homeowners association, or to be retained by the developer.

    d. Provide construction details for the Cabin Branch Trail on the site plan, per the *Parks and Recreation Facilities Guidelines.*

    e. Provide the minimum rear yard setback as 10 feet in the single-family attached (townhouse) standards chart on Sheet 2.

    f. Revise the right-of-way dedication notes on the site plan to accurately reflect a consistent dedication area.

2. Prior to certification of the Type 2 tree conservation plan (TCP2), and in conformance with Section 25-122(d) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section for review by the Office of Law, and submitted to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan, as follows:

"Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ Folio____. Revisions to this TCP2 may require a revision to the recorded easement."

3. Prior to submission of grading permits for Parcel K, 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 Commission 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.

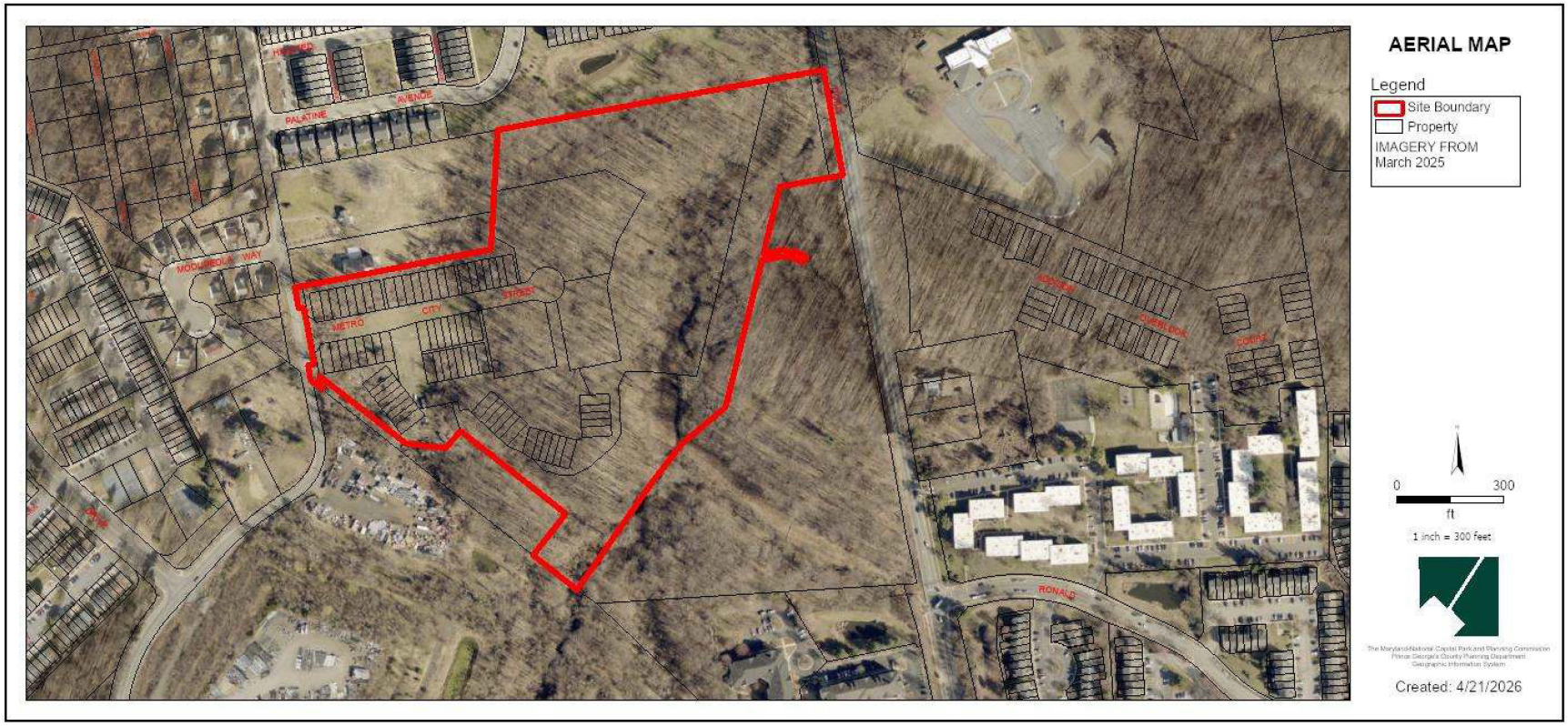
4. Prior to approval of the 50th building permit, the applicant shall construct the section of the Cabin Branch Trail, and its connections to the development, located in Phase 1, in accordance with the Prince George's County *Parks and Recreation Facilities Guidelines.* This will include the connection up to the southwest property line and as detailed in the recorded public recreational facilities agreement.

METRO CITY

Detailed Site Plan

Tree Conservation Plan TCP2-2026-0018

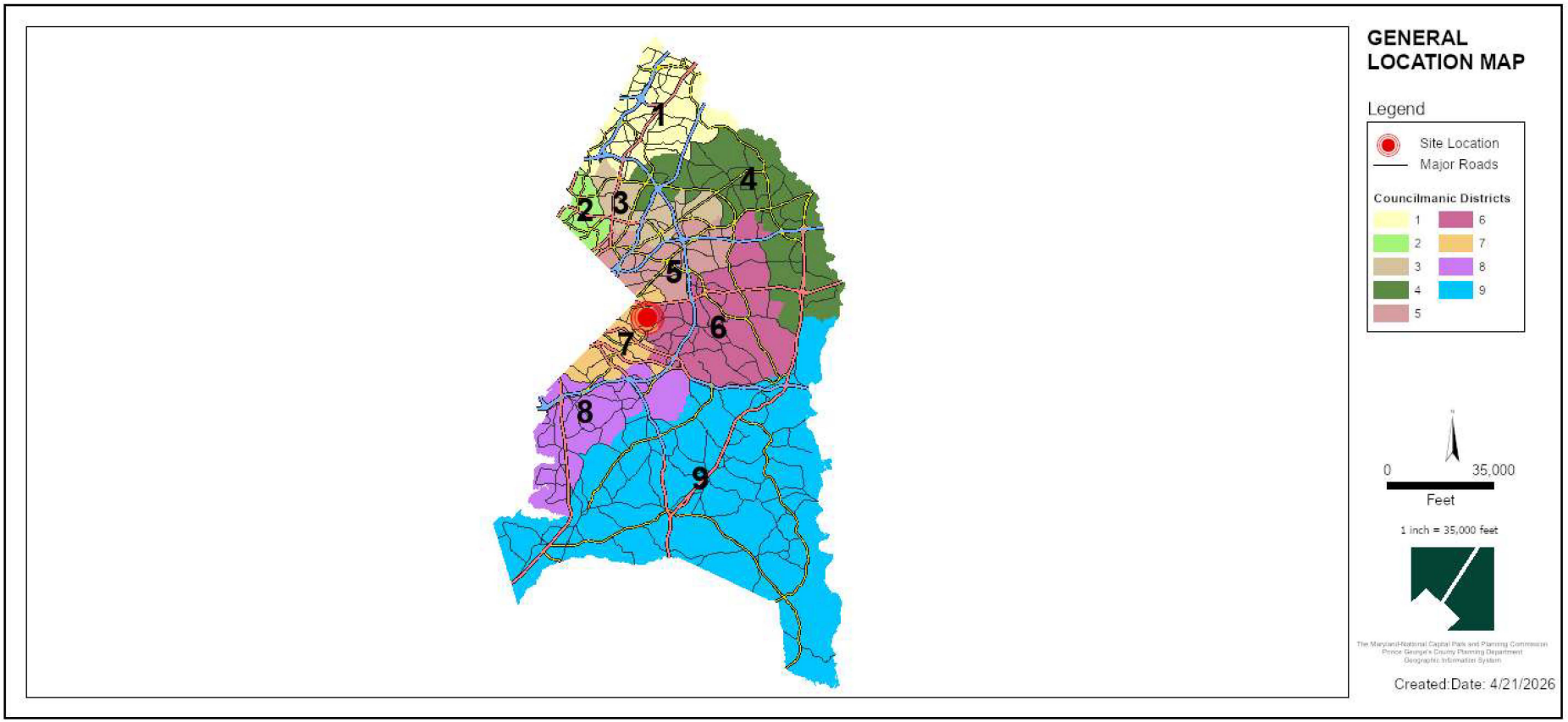
Staff Recommendation: APPROVAL with conditions



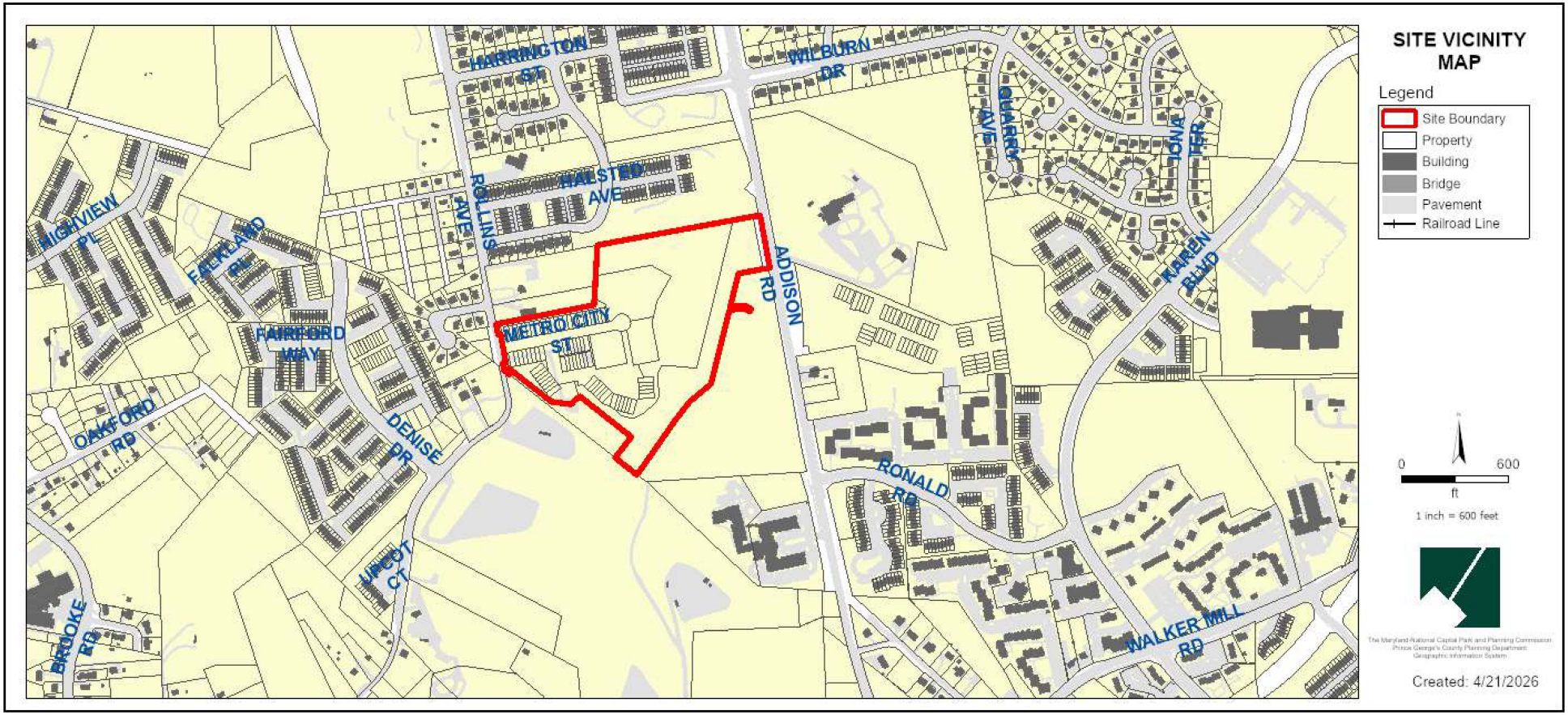
GENERAL LOCATION MAP

Council District: 07

Planning Area: 75A

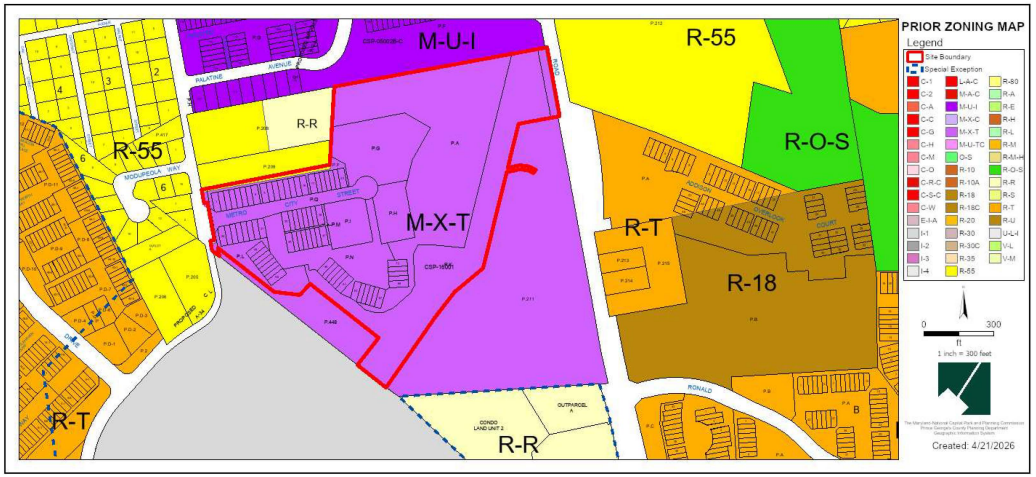


SITE VICINITY MAP

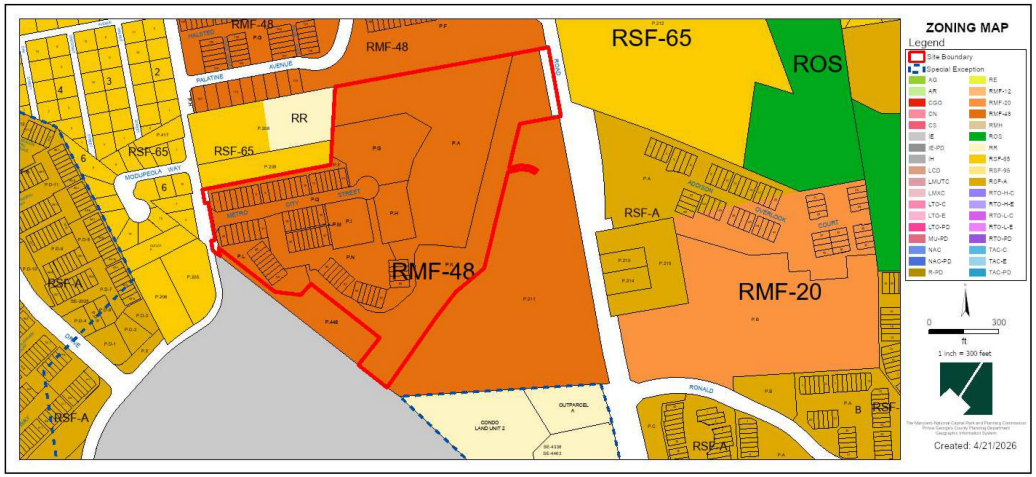


ZONING MAP (PRIOR AND CURRENT)

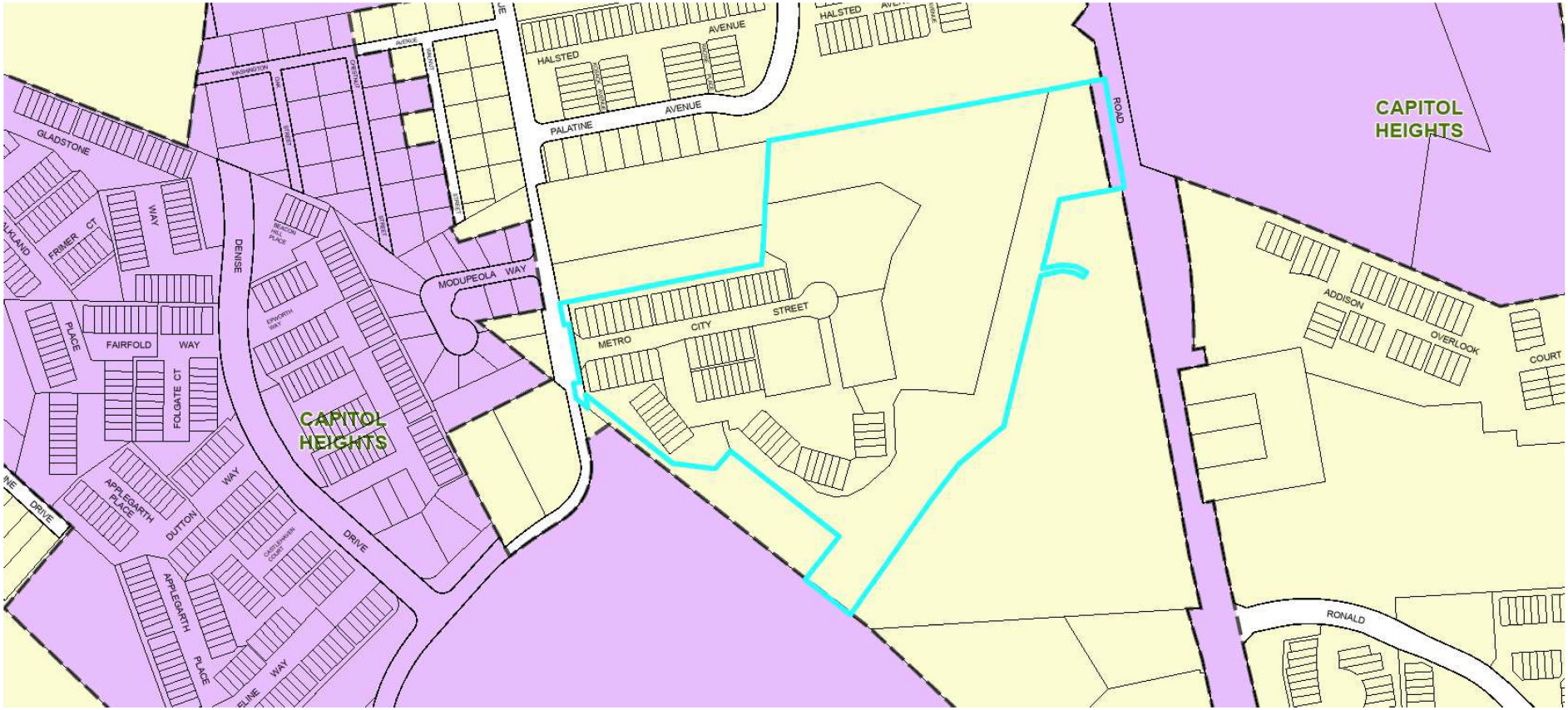
Prior Zoning Map: M-X-T



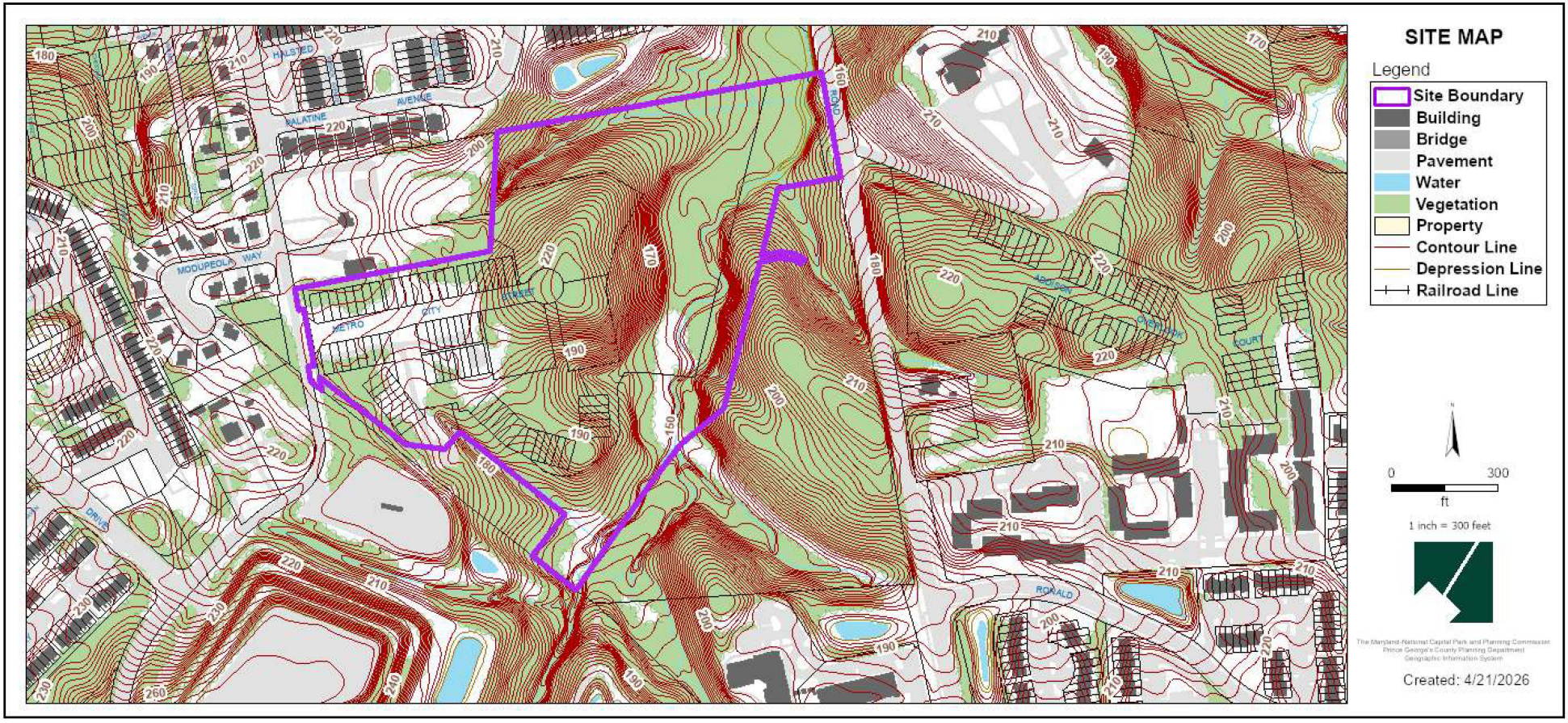
Current Zoning Map: RMF-48



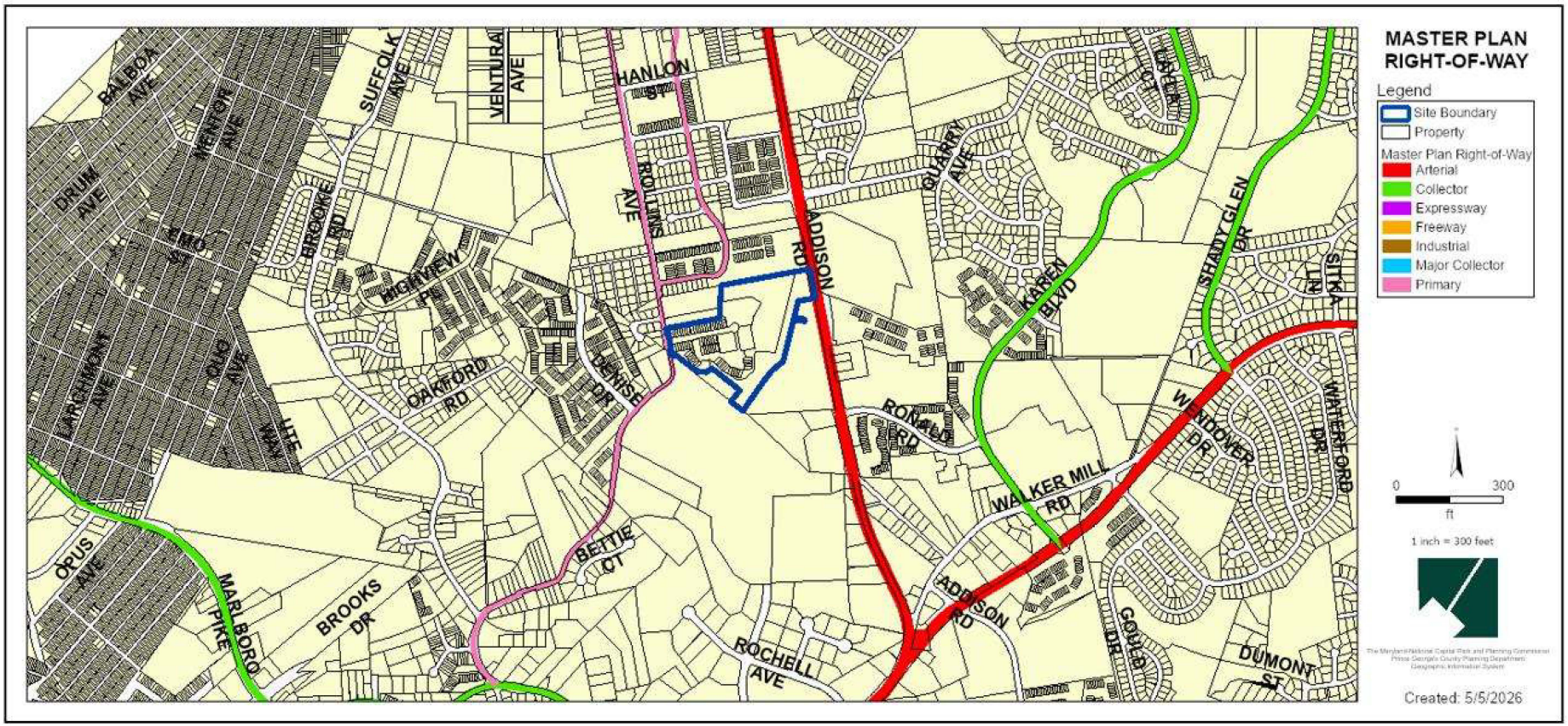
MUNICIPAL BOUNDARY (CAPITOL HEIGHTS)



SITE MAP

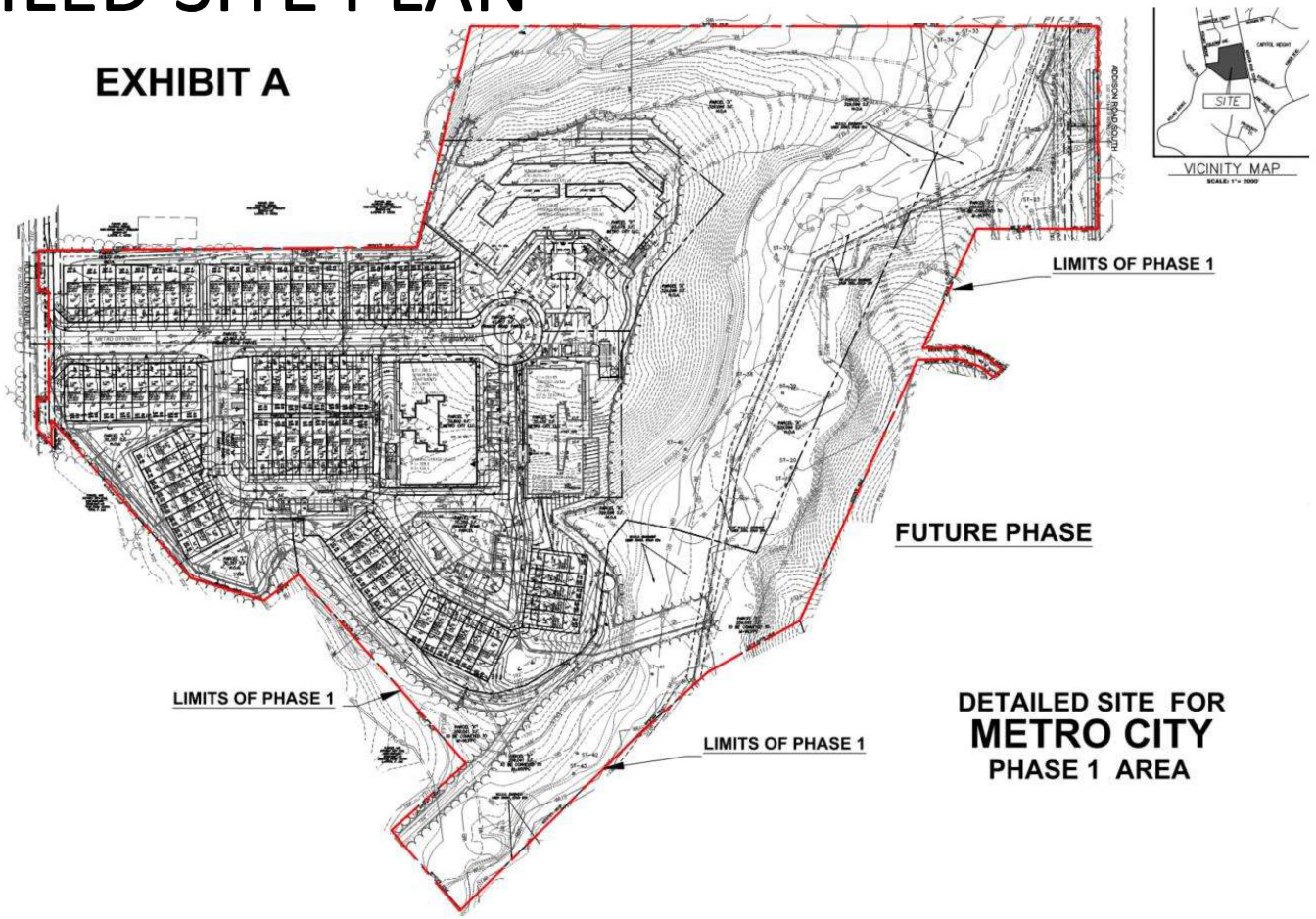

SITE MAP
Legend
Site Boundary
Building
Bridge
Pavement
Water
Vegetation
Property
Contour Line
Depression Line
Railroad Line
0
300
ft
1 inch = 300 feet
Created: 4/21/2026

MASTER PLAN RIGHT-OF-WAY MAP

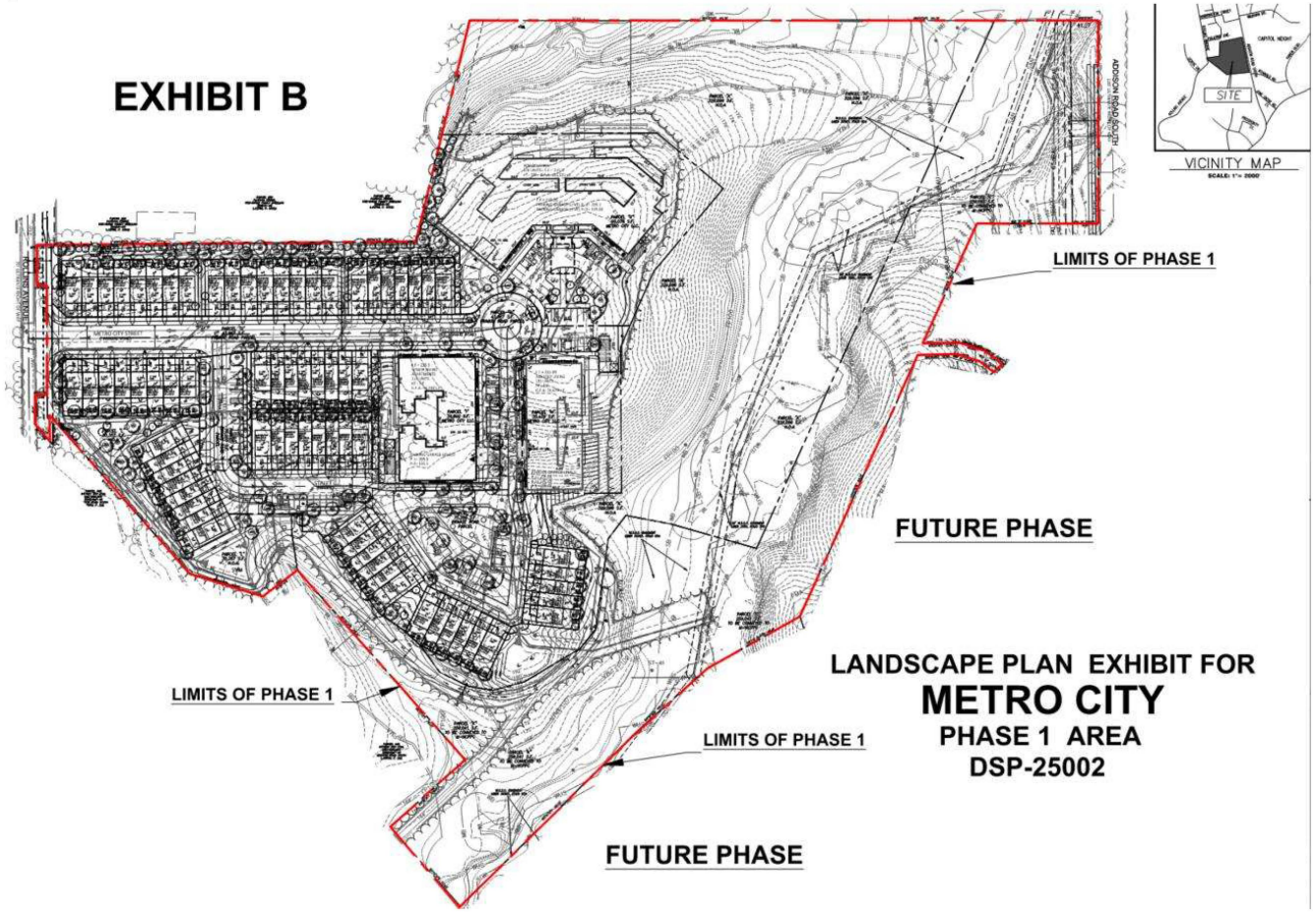


BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

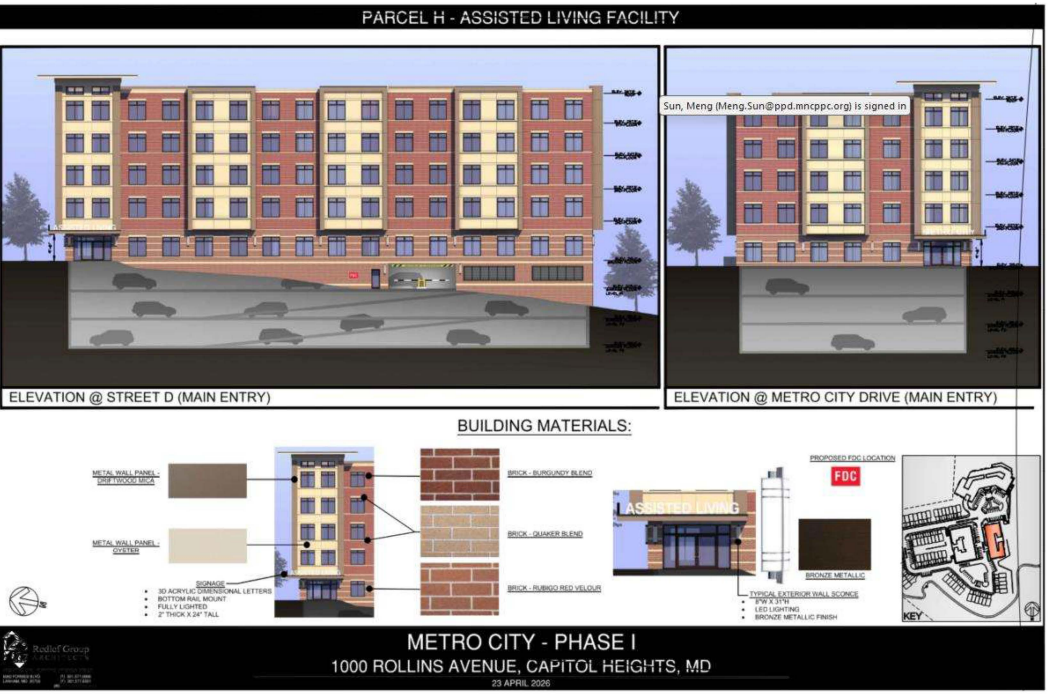
DETAILED SITE PLAN

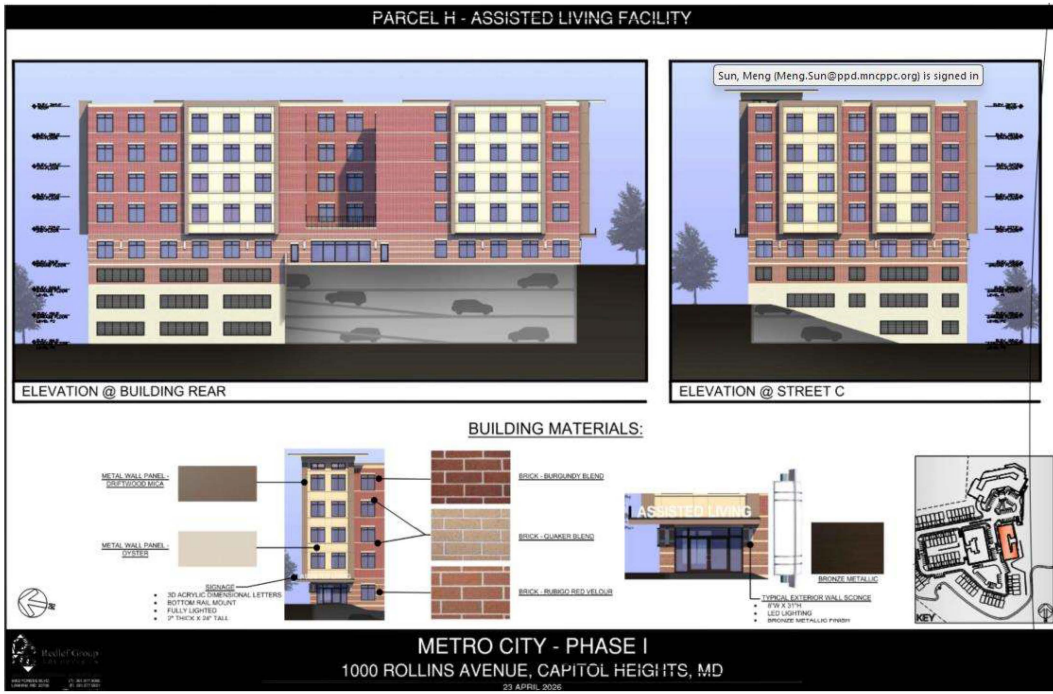


LANDSCAPE PLAN

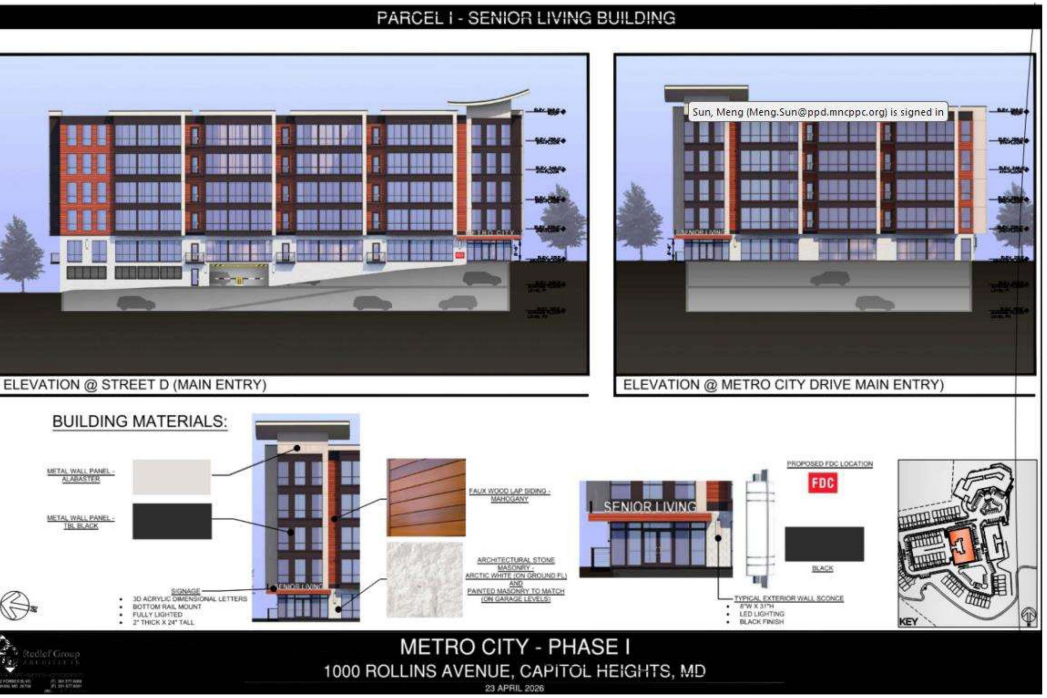


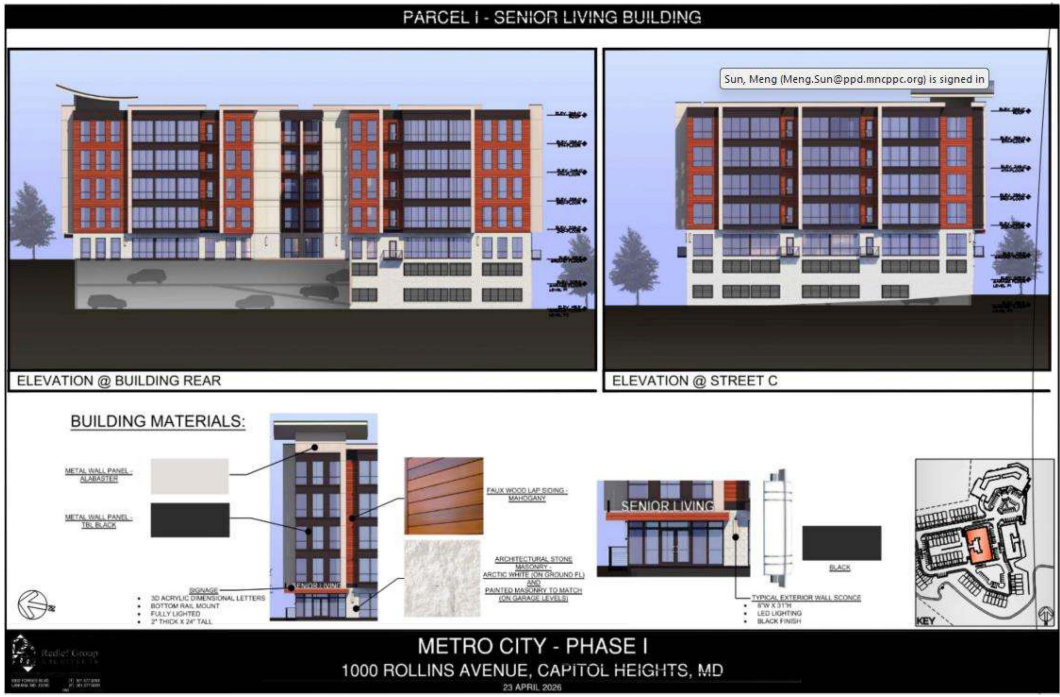
ELEVATIONS- ASSISTED LIVING FACILITY (PARCEL H)



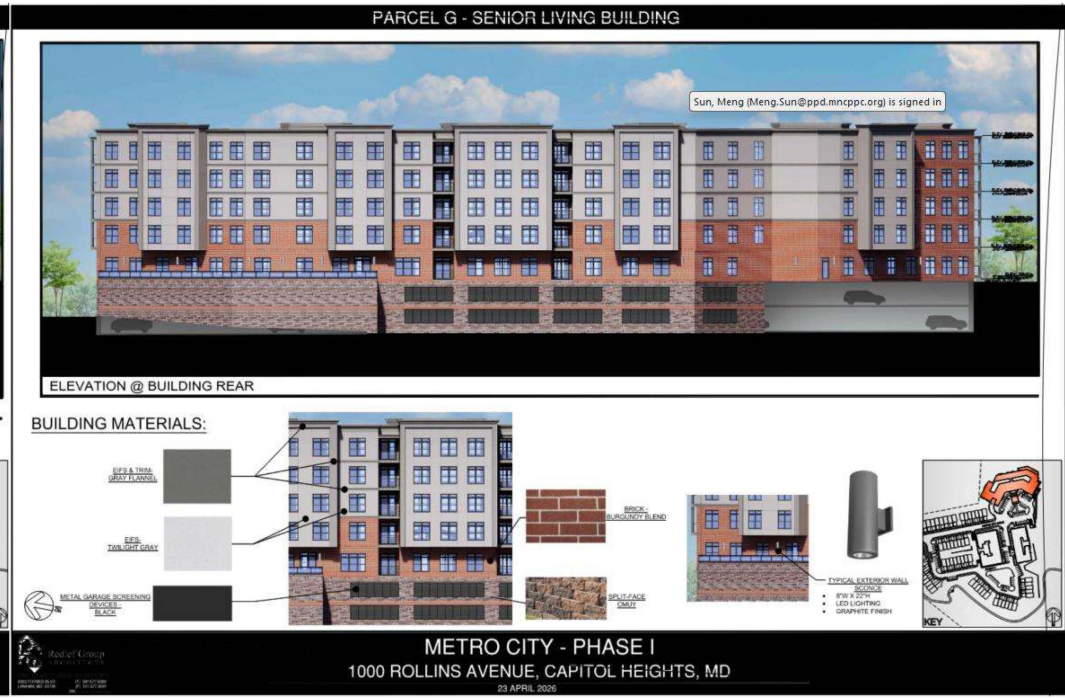


ELEVATIONS- SENIOR LIVING BUILDING (PARCEL I)

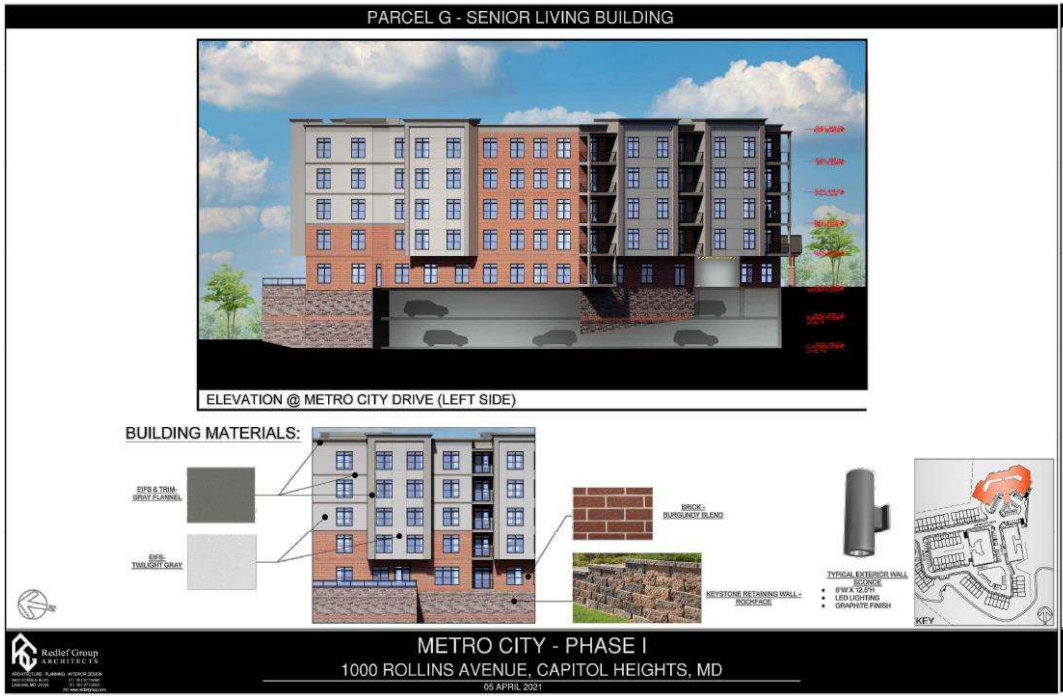




ELEVATIONS- SENIOR LIVING BUILDING (PARCEL G)



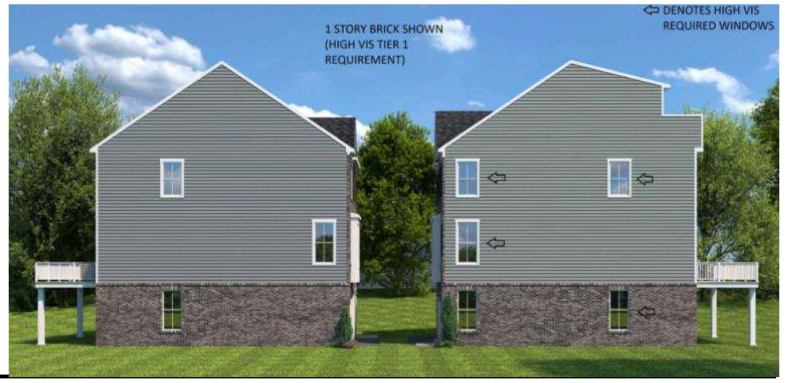
ELEVATIONS- SENIOR LIVING BUILDING (PARCEL G)



ELEVATIONS- TOWNHOUSES FRONT ELEVATION

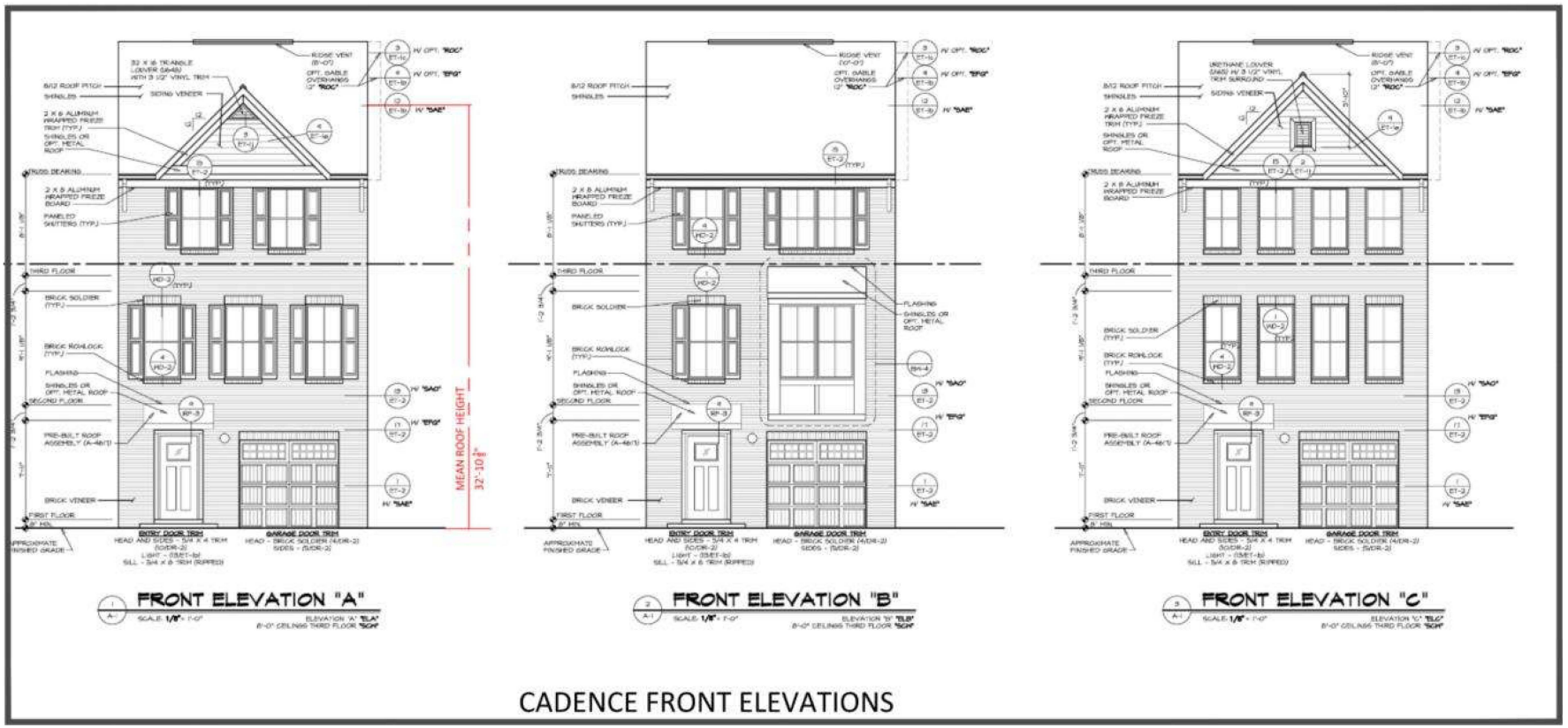
ELEVATIONS- TOWNHOUSES REAR & SIDE ELEVATION

REAR ELEVATION



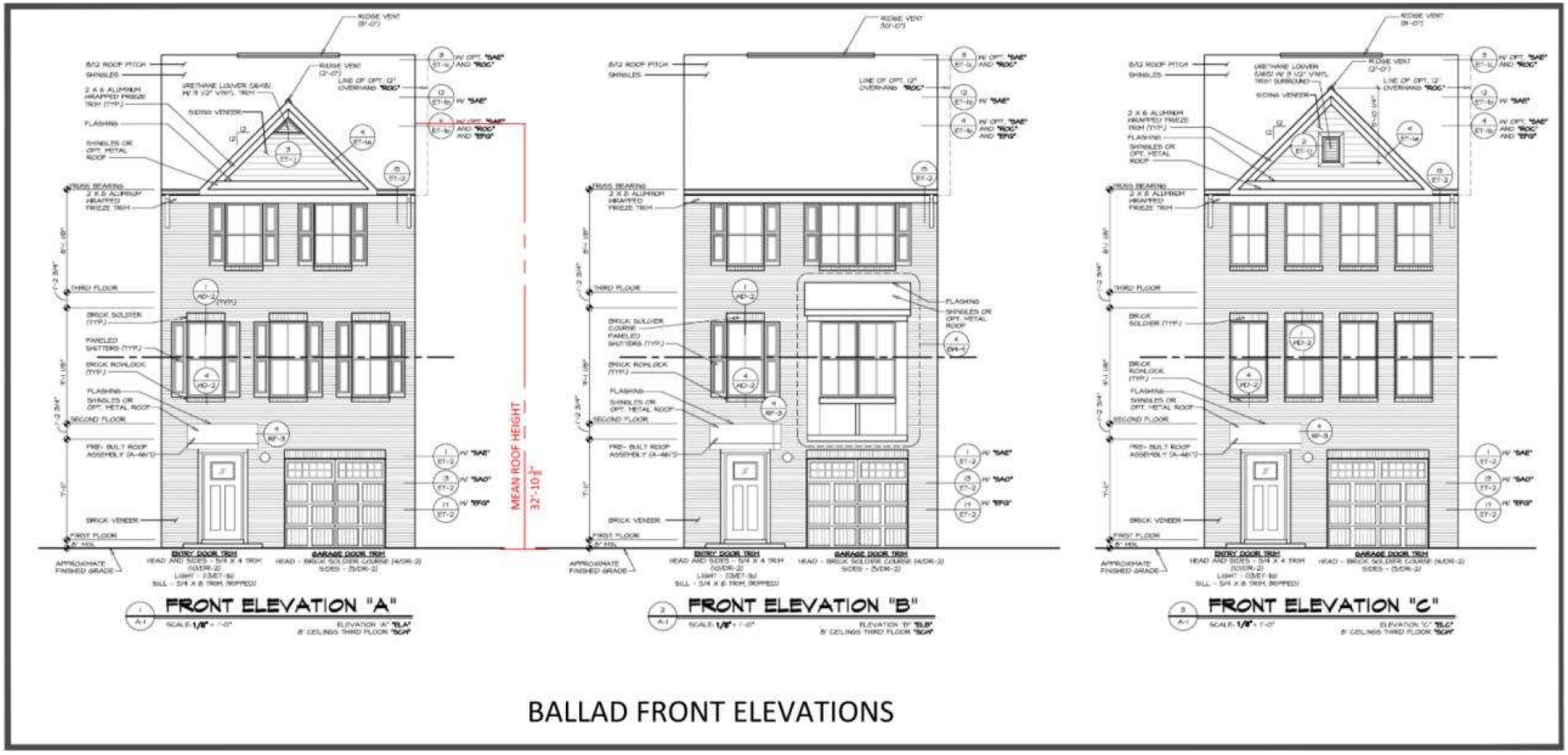
SIDE ELEVATION

ELEVATIONS- CADENCE MODEL FRONT ELEVATION



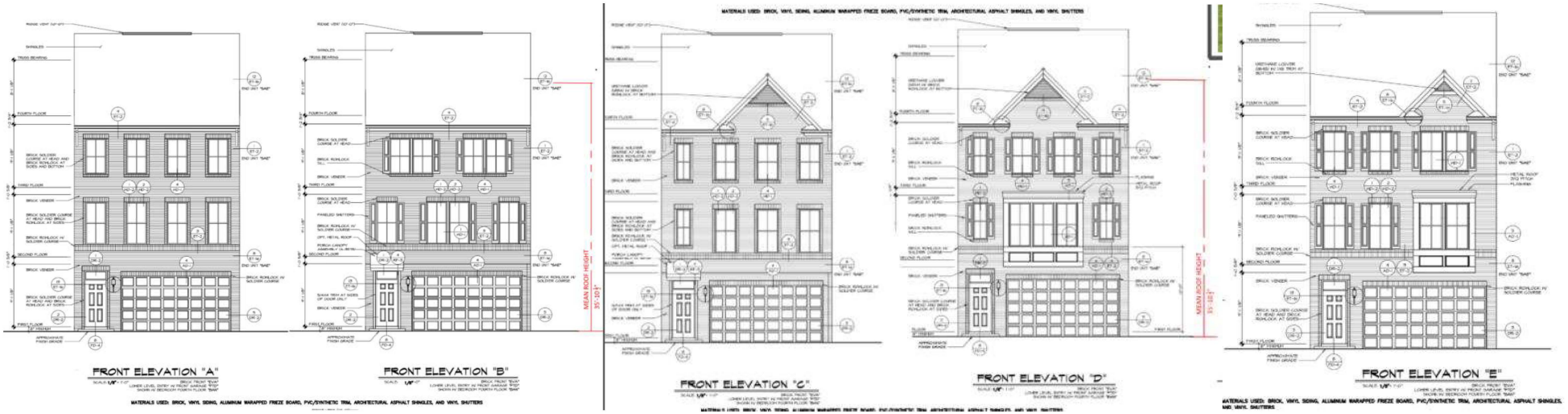
CADENCE FRONT ELEVATIONS

ELEVATIONS- BALLARD MODEL FRONT ELEVATION



BALLAD FRONT ELEVATIONS

ELEVATIONS- MCPHERSON MODEL FRONT ELEVATION



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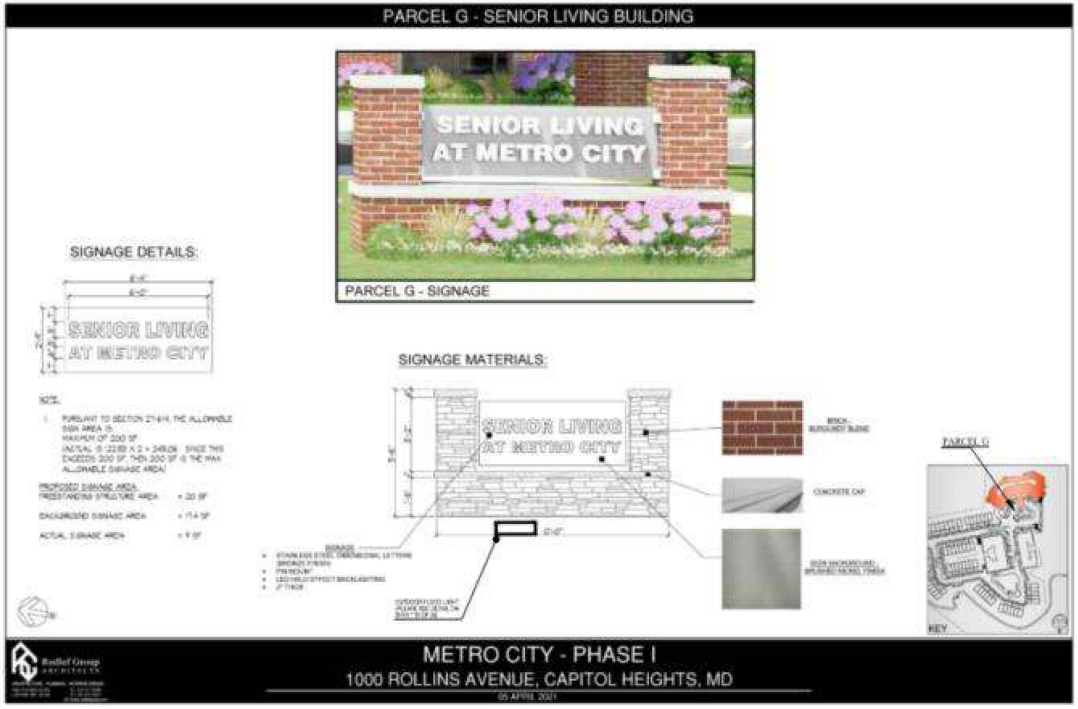

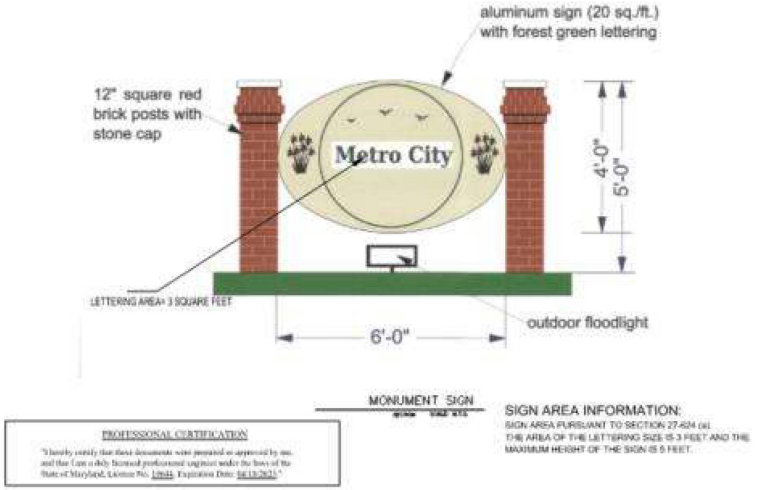

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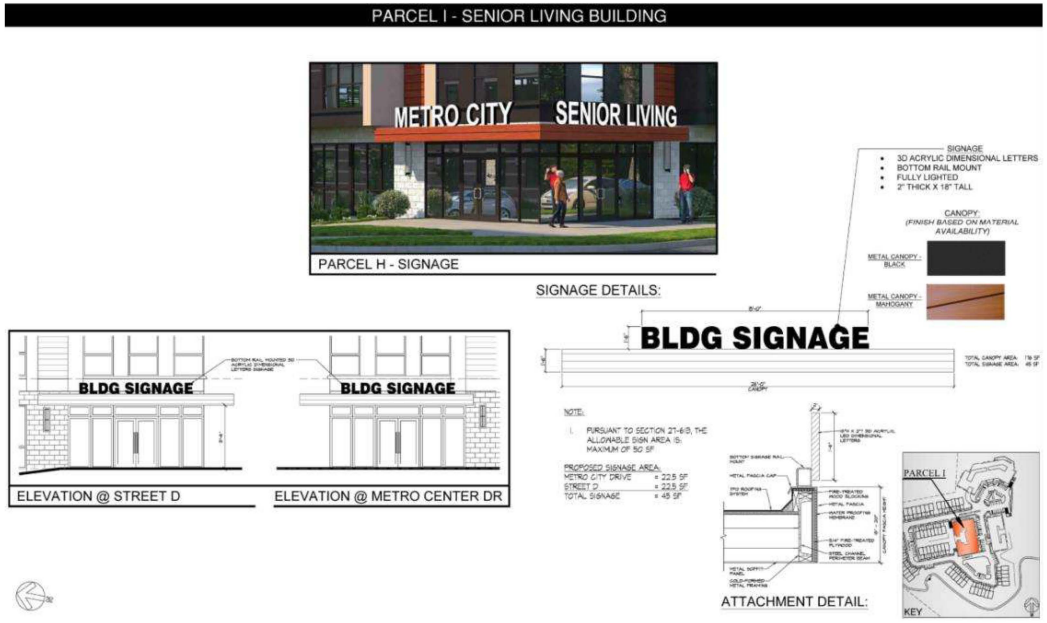

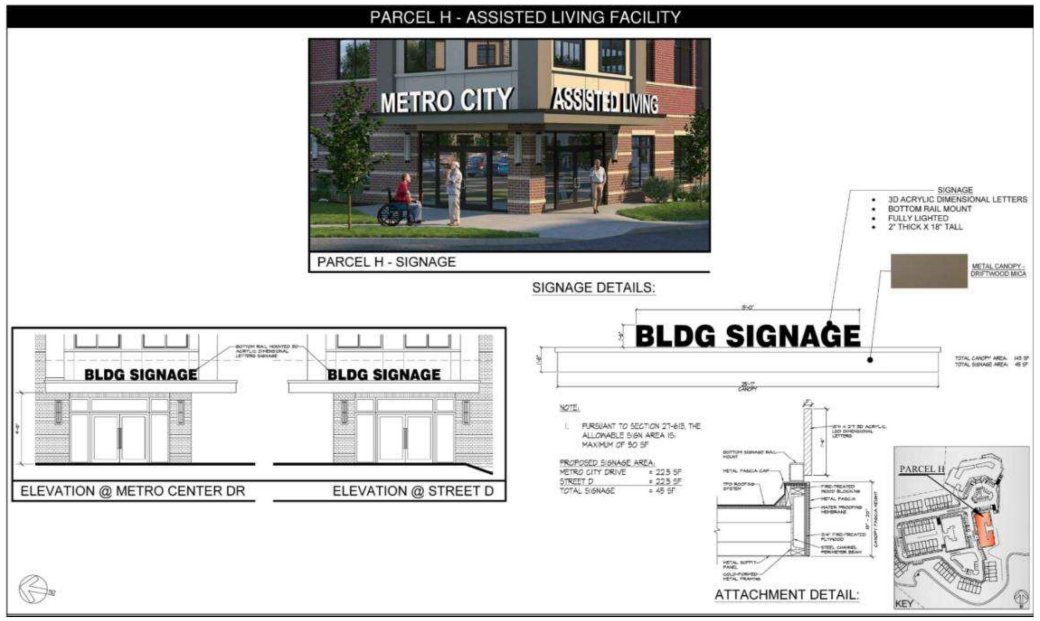

STAFF RECOMMENDATION

APPROVAL with conditions

- Alternative Development District Overlay Zone standards
- Detailed Site Plan DSP-25002
- Type 2 Tree Conservation Plan TCP2-2026-0018

Issues:

- N/A

Applicant Required Mailings:

- Informational Mailing: 12/11/2025
- Acceptance Mailing: 03/17/2026

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METRO CITY
Detailed Site Plan (DSP-25002)
Statement of Justification

I. Introduction

The Applicant, Metro City LLC, is the developer and owner of the properties that comprise the subject Detailed Site Plan application (DSP-25002). The subject site consists of three vacant, unimproved properties totaling 39.68 +/- acres 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. The development proposal for this site was previously approved for the project known as "Metro City" under DSP-20012 on February 11, 2022. As proposed, Metro City is a 2-phased development project. Phase 1 of Metro City was approved under DSP-20012, with the following development program:

Parcel A = 72 Town Homes
Parcel G Senior Living = 126 units
Parcel H Assisted Living = 195 units
Parcel I Senior Living = 114 units

Phase 1 is on the Rollins Avenue side and will include approximately 507+/- residential units with 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 1,951-2,307 square feet of finished space and 435 assisted living and elderly housing units. The 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.

As noted above, Phase 1 includes two senior living buildings, one on Parcel I, which will be a 5-story building with 114 units; and the other senior living building on Parcel G with 126 units. Both buildings will have at least two levels of underground parking and some surface parking spaces as well.

Additionally, a 5-story Assisted Living building on Parcel H is proposed under Phase 1. The Assisted Living building will contain 195 units.

The Applicant is proposing amenities within all three multifamily buildings. A breakdown of the Indoor Amenity Space for each building is listed in the charts enclosed herewith. Applicant's enclosed floor plans indicate the locations of the proposed Indoor Amenity Spaces for each building. The amenities are provided via indoor amenity spaces and ground level interior courtyards. The typical ground level courtyard will have the following amenities: three outdoor propane grills, site furniture, and a fire pit (propane).

It should be noted that the assisted living building will feature amenities that include a dining room, an in-house salon, a library and activity space. The building will also feature a private, interior courtyard for the residents. In total, there will be a minimum of 3,000+/- square feet of amenity space. This building also has underground parking.

The development program proposed for Phase 2, which includes parcel J, E, and D, includes residential, retail and commercial development as shown on the Preliminary Plan of Subdivision (4-19044) which was approved on May 13, 2021.

Metro City will 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.

II. HISTORY AND BACKGROUND

A Preliminary Plan of Subdivision (4-19044) was approved on May 13, 2021, with a 6-year validity period. The PPS is valid until May 13, 2026. As noted above, DSP-20012 for Phase 1 was approved on February 10, 2022, with an expiration date of February 10, 2025. Pursuant to Zoning Ordinance Section 27-285(b), a new application (DSP-25002) is being submitted for Detailed Site Plan approval for Phase 1. The subject application includes updated plans specifically related to the 72 townhomes, along with a few other updates which will be discussed further below.

Under DSP-20012, three townhouse models were proposed: Model A (1,920/2480 sq. ft. with all options; Model B (1600/2160 sq. ft. with all options); and Model C (2529/3152 sq. ft. with all options). As an update to the project, the Applicant has entered into an agreement with NVR, Inc. ("NVR") to construct the 72 townhomes at Metro City and the 72 townhouse lots have been sold to NVR. This new DSP is substituting the previously approved townhouse models for the following new NVR models:

The Ballard: 1951/1966 sq. ft. with all options;

The Cadence: 2144/2159 sq. ft. with all options; and

The Macphearson: 2307/3092 sq. ft. with all options

III. Applicant's Current Request

As indicated above, the subject DSP application is being submitted specifically to update the 72 previously approved townhomes. The townhomes will still be 3 and 4 stories, with 1- and 2-car, front-loaded garages. The Applicant is submitting NVR's plans and elevations to replace the original architectural elevations previously approved under DSP-20012. With regard to the new elevations, it should be noted that previously, approximately 40 of the 72 lots for the town houses were designed with basements. The new designs replace the basements with a modified crawl space plan on most of the lots except for five of them. For those five lots, the grading is being modified to accommodate the crawl space plan by increasing the height of the retaining wall in back of the lots by four feet.

As part of this DSP application, the applicant is also updating the NRI and storm water management plan. Pursuant to Zoning Ordinance Section 27-285(b), a new application for Detailed Site Plan approval of the new architecture and elevations for the 72 townhouses is hereby being submitted.

ELECTION TO UTILIZE PRIOR ZONING ORDINANCE (Per Section 27-1704 of the Zoning Ordinance)

The Phase 1 DSP and all the prior entitlement applications were approved under the prior Zoning Ordinance, and therefore, the Applicant is filing this DSP application under the former Zoning Ordinance. Further, the Applicant is requesting a waiver of the pre-application meeting.

On April 1, 2022, the approved Countywide Sectional Map Amendment ("CMA") and the updated Prince George's County Zoning Ordinance ("Current Zoning Ordinance") became effective and

rezoned the subject property from the M-X-T Zone to the RMF-48 Zone. The Applicant elects to submit this DSP utilizing the applicable provisions of the prior Zoning Ordinance pursuant to Section 27-1704(b) and (e) of the current Zoning Ordinance which states in pertinent part:

Section 27-1704. Projects Which Received Development or Permit Approval Prior to the Effective Date of this Ordinance

(b) Unless the period of time under which the development approval or permit remains valid expires, the project may proceed to the next steps in the approval process (including any subdivision steps that may be necessary) and continue to be reviewed and decided under the prior Zoning Ordinance and prior Subdivision Regulations. For purposes of this Subsection, a property which has obtained approval of a stormwater management concept plan and a grading permit in accordance with Subtitle 32 of this Code, for which no development approval pursuant to the prior Zoning Ordinance or prior Subdivision Regulations is required, may proceed to obtain a building permit under the Zoning Ordinance in effect at the time the Subtitle 32 approvals were obtained. The Planning Director shall report to the County Council, at intervals no less than quarterly, a report of all development activity within the County.

(e) Subsequent revisions or amendments to development approvals or permits "grandfathered" under the provisions of this Section as authorized herein shall be reviewed and decided under the prior Zoning Ordinance (until April 1, 2032 or April 1, 2042, unless a longer or an indefinite validity is applicable in accordance with Subsection (a), above), unless the applicant elects to have the proposed revision or amendment reviewed under Subsection (f), below. Notwithstanding the requirements of Sections 27-289 and 27-325 of the prior Zoning Ordinance (2019 Edition, 2021 Supp.), revisions or amendments to such "grandfathered" development approvals or permits may construct one or more electric vehicle charging stations subject to the review and approval of the DPIE Director. Following the expiration of the grandfather period, subsequent revisions or amendments to development approvals or permits shall be subject to the provisions of Section 27-1707.

It should be noted that the Planning Director granted a waiver for the Pre-application conference under DSP-25002 on February 4, 2025. Since that time, the Applicant has been preparing and assembling the plans and documents for a formal submission of the completed DSP package.

IV. Previous Approvals and Progress

Since the approval of DSP-20012 in 2022, the project has progressed as follows:

- Tree Conservation Plan (TCP-2-027-2021) approved on Sept. 27, 2022;
- Water and sewer categories to W-3 and S-3 were approved on Oct. 18, 2023;
- Negotiated with the adjacent property owners regarding the required offsite easements and rights-of-way for improving Rollins Avenue;
- Obtained property address assignments and Tax ID numbers;
- Processed Declaration of Covenants, Conditions and restrictions for Metro City Homeowners Assoc., Inc (recorded at Book # 46631, Page 575);
- Processed of Declaration of Public Use Easement (recorded at Book # 46631, Page 552).
- Processed the Public Recreation Facilities Agreement (recorded at Book # 49631, Page 566).
- Processed WSSC SEP-I (DA 7299Z22) which was approved on July 26, 2023.
- Record plats were approved and recorded on 6/25/2024 and the recordation number ranges from ME 267 Plats 55 through 62.

V. Property Description

Metro City site consists of three vacant, unimproved 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 RMF-48 (Residential, Multifamily-48), 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 a 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.

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.

VI. The Subject DSP satisfies the criteria for approval under Section 27-285(b)

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.*

VII. 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 inmixed-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.

VIII. 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 1,221residential 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.*

IX. 27-544. M-X-T Regulations

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

***RESPONSE**: The proposed development is not a Mixed-Use Planned Community or a Regional Urban Community. Division 3 contains the Table of Uses (b) for the M-X-T Zone. Only uses that are permitted or permitted by Special Exception are being proposed. Table of Uses (d) requires at least two (2) of the following three (3) uses (retail; office, research, industrial; and dwellings, hotel or motel) be shown on a subsequent Conceptual Site Plan and provided in the ultimate development. It is anticipated that the proposed development will provide at least two (2) of the three (3) categories. Division 4 of this Part sets forth regulations for development in the M-X-T Zone and provides as follows:*

X. DIVISION 2. - SPECIFIC MIXED USE ZONES. SUBDIVISION 1. - M-X-T ZONE (MIXED USE - TRANSPORTATION ORIENTED)-SECTION 27-546

Section 27-546 - Site plans in M-X-T Zone:

(a) A Conceptual Site Plan and a Detailed Site Plan shall be approved for all uses and improvements, in accordance with Part 3, Division 9, of this Subtitle.

(b) In addition to the information required by Part 3, Division 9, for Conceptual Site Plans, the following information shall be included on Plans in the M-X-T Zone:

(1) A general description of the pedestrian system proposed;

***RESPONSE:** 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. 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. The development is proposing 6-foot wide sidewalks along the roadway to accommodate pedestrian traffic accordingly. Metro City will be pedestrian friendly, with park-like atmosphere featuring a network of interconnected sidewalks, playgrounds, walking trails/paths. The Applicant's Bicycle and Pedestrian plan has bike signage, destination markers from north to south , and we call out where bike parking is located and where bike share is located.*

(2) The proposed floor area ratio;

***RESPONSE:** This DSP proposes a maximum floor area ratio (FAR) of 0.29 in Phase 1, which is within the 1.40 maximum FAR that is permitted for the overall development on the larger site.*

(3) The type and location of uses proposed, and the range of square footage anticipated to be devoted to each;

RESPONSE: *Metro City is a multi-phased project. The subject DSP contains details pertaining to the location and square footage of each use under Phase 1. Clear dimensions that reflect the delineation of each facility, such as the boundary of each, are shown. As noted above, the subject application includes updated plans specifically related to the 72 townhomes, along with a few other updates which will be discussed further below.*

Under DSP-20012, three townhouse models were proposed: Model A (1,920/2480 sq. ft. with all options; Model B (1600/2160 sq. ft. with all options); and Model C (2529/3152 sq. ft. with all options). As an update to the project, the Applicant has entered into an agreement with NVR, Inc. ("NVR") to construct the 72 townhomes at Metro City and the 72 townhouse lots have been sold to NVR. This new DSP is substituting the previously approved townhouse models for the following new NVR models:

The Ballard: 1951/1966 sq. ft. with all options;

The Cadence: 2144/2159 sq. ft. with all options; and

The Macphearson: 2307/3092 sq. ft. with all options

(4) A general description of any incentives to be used under the optional method of development;

RESPONSE: Not applicable.

(5) Areas proposed for landscaping and screening;

RESPONSE: *The Landscape Plan is shown on the DSP plan sheets and is designed in compliance with the applicable requirements of the County's 2010 Landscape Manual.*

(6) The proposed sequence of development; and

RESPONSE: *The development proposed in this DSP will be conducted in multiple phases, Phase 1 and Phase 2. See, Detail Sheets – Building Elevations, enclosed herewith as part of the Applicant's DSP package. The Detail Sheets identify each of the parcels and show specifically what is being proposed on each parcel and in which phase.*

(7) The physical and functional relationship of the project uses and components.

RESPONSE: *The DSP illustrates the physical and functional relationships of the uses between each proposed multifamily and/or mixed-use building. The DSP also reflects how the proposed buildings relate with surrounding elements (via street grid, sidewalk locations, public open space location and design, etc.).*

(8) Property placed in the M-X-T Zone by a Sectional Map Amendment shall provide supporting evidence which shows whether the proposed development will exceed the capacity of transportation facilities that are existing, are under construction, for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program or within the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in a specific public facilities financing and implementation program.

RESPONSE: *The subject DSP will be served by available and adequate public facilities as determined in the approved PPS 4-19044 and DSP-25002. The overall project has a significant onsite road network that can accommodate existing and future traffic levels. Further infrastructure will be constructed as part of the initial development phases for this project.*

(c) In addition to the information required by Part 3, Division 9, for Detailed Site Plans, the following information shall be included on Plans in the M-X-T Zone:

(1) The proposed drainage system;

(2) All improvements and uses proposed on the property;

(3) The proposed floor area ratio of the project, and detailed description of any bonus incentives to be used; and

(4) Supporting evidence which shows that the proposed 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 or within the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in a specific public facilities financing and implementation program, 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.

RESPONSE*: The subject DSP reflects all of the required plan details (as appropriate) noted above. Also, as previously stated herein, the traffic generated from the proposed development will not exceed existing transportation facilities. The overall project has a significant onsite road network that can accommodate existing and future traffic levels. It should also be noted that this project was evaluated for adequate public facilities as part of the preceding Preliminary Plan of Subdivision. Said PPS determined that adequate public facilities either exist or will be provided by the Applicant (per condition) to serve the proposed subdivision as required under the Subdivision Regulations. The Applicant hereby incorporates the Planning Board's resolution of approval for the PPS by reference and contends that the same findings of adequacy should be made again for this DSP.*

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

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

RESPONSE: *The Applicant has followed the general requirements and procedures contained in Part 3 Division 9 (Site Plans) for submitting Detailed Site Plans and the proposal conforms to the following purposes pursuant to Section 27-272 of the Zoning Ordinance (as explained in earlier portions of this statement of justification):*

1. *To provide requirements for the preparation and approval of all Conceptual and Detailed Site Plans;*
2. *To assure site plans help to fulfill the purposes of the zone in which the land is located;*
3. *To provide simple, efficient procedures for the review and approval of site plans;*
4. *To provide simple, straightforward explanations of the information that is to appear on each plan.*

(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;

RESPONSE: *The subject property was not previously placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006. The land was rezoned from R-T to M-X-T through a CSP. The proposed development is in conformance with the design guidelines or standards as intended to implement the development concept recommended under the Addison Road Metro Town Center and Vicinity Sector Plan.*

(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.

RESPONSE*: The proposed development is designed to be physically integrated with both existing and future adjacent development in the area. The DSP is visually integrated with existing and future uses through the use of connecting streets and trails and pedestrian systems as reflected on the DSP. Details about the overall transportation network (including pedestrian, bicycle and automobile connectively) are reflected on detailed site plan and in conformance with CSP Design Guidelines standards. The construction of a pedestrian system from the main entrance, making connections throughout the*

development, will add a further element of an outward orientation to surrounding land uses/development.

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

RESPONSE: *Metro City will be compatible with existing and proposed development in the vicinity. It is near the Addison Road Metro Stations and other residential developments just south of the site.*

Further, the proposed development is anticipated by the 2035 General Plan and the appropriate portions of the applicable Master Plan and Sectional Map Amendment and is therefore compatible with the development concept and other design elements recommended for the area.

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

RESPONSE: *The subject DSP proposes high-quality residential buildings as described herein. The proposed development has been designed in anticipation of additional uses and structures that will be developed in future phases of the project. Details regarding future uses, building design and public amenities will be reflected in future approved/proposed detailed site plans.*

Metro City is proposed as a pedestrian-friendly, urban development, with a variety of mixed-use buildings, park-like settings and open spaces, and a mixture of both active and passive recreational amenities for all ages.

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

RESPONSE: *As previously indicated, Metro City is a multi-phased project. For Phase 1, the subject DSP shows all infrastructure roads, utilities, SWM for entirety of the site. The DSP cover sheet shows the limits of Phase 1.*

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

RESPONSE*: 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. The overall development plan includes 6-foot wide and internal trail/bicycle connections. As part of the subject DSP, the Applicant has included a road section & dimensions of roads, bike lanes, connections to trails. The trail system runs through the site with connections from both ends of the development. These connections are designed to meet the intent of the master plan recommendations. Two(2) picnic areas with tables and benches, one(1) dog watering facility, and two(2) pet waste stations will be located along the hiker and biker trail.*

Given the site's close proximity to the Addison Road metro station, the project tries to maximize sidewalk and biking connections to the surrounding community for better pedestrian movement.

Historically and at present, pedestrian movement and access to the site are hindered due to the current topographical barriers that exist. In some areas, there are environmental limitations due to the existing stream bed.

(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

***RESPONSE**: Details pertaining to areas for pedestrian activities and gathering spaces have been provided in the DSP plan sheets. The design of these areas reflects a well-conceived design with attention to material type, landscaping, street furniture to give these spaces a well-defined sense of place.*

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

***RESPONSE:** As previously stated herein, the overall project has significant onsite road networks that can accommodate existing and future traffic levels. It should also be noted that the project was evaluated for adequate public facilities as part of the approved PPS (4-19044). Said PPS was determined that adequate public facilities either exist or will be provided by the Applicant (per condition) to serve the proposed subdivision as required under the Subdivision Regulations. The Applicant hereby incorporates the Planning Board's resolution of approval for the PPS by reference and contends that the same findings of adequacy should be made again for this DSP.*

(9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated

in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats

Response: *This project has an approved Conceptual Site Plan.*

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

Response: *This comment is being met.*

(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.

Response: *The Applicant is not proposing a Mixed-Use Planned Community.*

XI. 27-547(d). Uses permitted

At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

(1) Retail businesses;

(2) Office, research, or industrial uses;

(3) Dwellings, hotel, or motel.

RESPONSE*: *This condition was met at the time of Conceptual Site Plan. The combination of retail, residential and office uses at Metro City fulfills this requirement for a minimum of two uses.

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

Maximum floor area ration (FAR):

Without the use of the optional method of development –0.40 FAR; and

With the use of the optional method of development –8.00 FAR.

RESPONSE: *There are two distinct methods of development in an M-X-T Zone, the Standard Method and the Optional Method. Under the Standard Method of Development, the M-X-T Zone allows a maximum floor area ratio (FAR) of 0.40. The Optional Method allows an accumulation of density bonus amenities to allow the FAR to go as high as 8.0. The proposed development will utilize the standard method of development.*

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.

RESPONSE: *The uses proposed at Metro City will be located in more than one (1) building, and on more than one (1) lot.*

Except as provided for in this Division, the dimension 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.

RESPONSE: *Applicant's Detailed Site Plan shows the dimension for the location, coverage, and height of all improvements.*

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.

RESPONSE: *The Applicant will comply with all landscaping requirements.*

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.

RESPONSE: *This comment was satisfied at the time of Conceptual Site Plan review. The subject DSP (Sheet 5) shows the gross floor area of all buildings under Phase 1.*

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

RESPONSE: *No such structures are being proposed at this development.*

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.

RESPONSE: *This standard is being met.*

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 (16) 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.

RESPONSE: *These standards are being met except Applicant has requested an amendment herein with regard to the location of garages.*

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.

RESPONSE: *The Applicant's DSP does not include multifamily buildings that exceed the maximum height of 110 feet.*

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).

XII. 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 indoor and outdoor recreational areas that are innovatively placed to provide places of serenity in an urban setting.*

(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.

XIII. ASSISTED LIVING FACILITIES - SECTION 27-464.04

An assisted living facility permitted (P) in the Table of Uses shall be subject to the following:

(1) Guidelines for development.

A. The following guidelines shall be considered:

(i) If more than one (1) building is proposed, residential units should be clustered together in small to medium size groups to give a more residential character to the site.

***Response**: Only one building is being proposed.*

(ii) The entry to the assisted housing site should provide easy recognition of the facility and a safe and unambiguous vehicular route to the building entry and passenger drop-off area.

***Response**: The main entry to the assisted living building will be on Street D. Access to Street D is from Metro City Drive. The vehicular route from Metro City Drive to Street D to the building entry and passenger drop-off area is designed as a safe and unambiguous route. The entrance/exit doors of the building are located at the corner of the building. Two signs will be installed, one facing Metro City Drive, and the other facing Street D. These two signs will provide easy recognition of the facility.*

(iii) The radius and width of the entry drive should allow cars and vans to maneuver easily.

Response: *This standard is being met.*

(iv) The drop-off area should be close and convenient to the building entry, but should be spacious enough to accommodate wheelchairs, open car doors, and passing cars.

Response: *This standard is being met. A ramp leading to the entrance of the building is close and convenient, and this ramp serves the drop-off area and accommodates wheelchairs.*

(v) A canopy or cover offering protection from the weather should normally be provided over the building entry and passenger drop-off area.

Response: *At the building entry, the building overhangs the doors and provides a protective covering for the passenger drop-off area.*

(2) Requirements.

(A) A recreational facilities plan shall be submitted demonstrating that sufficient recreational facilities or opportunities are provided to serve the prospective resident population. Facilities may be provided on site or within adjoining development. In any case, but particularly if on adjoining property, there shall be a staging plan for the facilities constructed. Recreational areas should be clustered together to increase levels of activity, use of amenities, and the sense of vitality of the community.

Response: *The Applicant's recreational facilities plan which is enclosed herewith demonstrates that sufficient recreational facilities are provided to serve the prospective resident population. Other amenities throughout the Assisted Living facility will be a dining room, an in-house salon, a library and activity space. The building will also feature a private, interior courtyard for the residents. In total, there will be a minimum of 3,000+/- square feet of amenity space.*

(B) The facility shall not be more than four (4) stories.

Response: M-NCPPC Staff previously agreed that use of a flat roof instead of the prior gable roof would reduce the height of the building to compliment the roof lines of the adjacent townhouses.

(C) The facility shall be located on a minimum of three and one-half (3.5) acres of land.

Response: *This standard is being met.*

(D) The subject property shall be adjoining residentially zoned land.

Response: *The subject property adjoins residentially zoned land on the east and west sides of the property.*

(E) A Detailed Site Plan shall be approved for the facility in accordance with PART 3, Division 9, of this Subtitle.

Response: *This comment is understood.*

XIV. 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. 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. The Applicant is requesting 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.

Justification: 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 Applicant's 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 previously supported this amendment under DSP-20012.

XV. 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-storybuildings. 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.*

XVI. 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*: No substantial revision to the mix of uses on the subject property is being proposed under the subject DSP.*

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

Response*: Development of the site will be in conformance with the approved Stormwater Management Concept Plan (48903-2016-01).*

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*: The total proposed development within the above-referenced development areas adheres to the trip cap of 118 AM and 147 PM peak-hour vehicle trips.*

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*: The total proposed development with the above-referenced development areas adheres to the trip cap of 455 AM and 730 PM peak-hour vehicle trips.*

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 condition was satisfied with prior recordation of the 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 condition was satisfied with prior recordation of the 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 condition was satisfied with prior recordation of the 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 t o or owned by M-NCPPC. If the outfalls require drainage improvements on adjacent landto 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 were satisfied with prior recordation of the final 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, Inspection ns 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 Ldsn 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.*

XVII. 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 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 was previously zoned M-X-T (Mixed Use – Transportation Oriented) at the time impacts to regulated features were initially approved, and is now zoned RMF-48.

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). It should be noted that six PMA impacts that were proposed with the Preliminary Plan have been approved. Impacts for the trails associated with Phase 1 were approved as part of DSP-20012, and as part of this DSP application the Applicant requests approval of the same trails.

Additionally, because the Preliminary Plan of Subdivision and TCP2 were both approved prior to June 30, 2024, the stream buffer width for purposes of calculating impact areas is 60' pursuant to Sec. 25-119(g)(2) of the County Code.

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 72. The trail runs around the rear of the townhomes. The trail, including the connection into the southwest side of the property, will be constructed during the development of Phase One. Although the trail is divided into two phases of construction, the majority of the PMA disturbances associated with the trail occur during Phase One. The eastern portion of the Hiker/Biker Trail will be constructed on Phase Two, and disturbances associated with this portion of construction were already approved as part of PPS 4-19044. The enclosed Hiker/Biker Exhibit shows all impacts associated with both phases of the trail. In addition to the Hiker/Biker Trail, there is a pedestrian connection located on the southeast corner of the site that will result in a PMA impact.

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. With this application, the Applicant requests approval of impacts associated with Phase One. Any PMA impacts that may occur in the Phase Two portion of the development, insofar as any may not yet be approved as part of the existing PPS, will be addressed under the future DSP for Phase Two.

The Applicant requests approval for three impact areas associated with the Hiker and Biker Trail. They are areas #7, #8 and #9, and follow the same format as the previously approved PMA. See the

attached Impact Exhibits, which show the areas of disturbance to the PMA made by the trail connecting Phase One and Phase Two.

This request regarding impacts includes 12,337 square feet of stream and buffer disturbance, 0 square feet of wetland disturbance, and a total of 15,011square 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.

Impact Exhibit Area # 7: PMA Impact for the Trail on Parcel K

The Impact Summary Table and Impact Exhibit #7 shows 256 square feet of permanent impact to PMA associated with Area #7, located on Parcel K. 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 proposes to run the Hiker/Biker Trail, the location of which was set by the Master Plan, through the project. 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.

b. Minimization: The Applicant has placed the trail such that it avoids as many slopes as possible, which minimizes the amount of disturbance. The overall result is relatively little disturbance to the PMA.

Impact Exhibit Area # 8: PMA Impact for the Trail on Parcel K

The permanent impact of approximately 9,593 square feet to the stream buffer and a total of 10,533 square feet of PMA is proposed on the northwest side of the site, also on Parcel K. The disturbances are related to the stream buffer and Primary Management Area.

a. Avoidance: This portion of the trail, like the above, is mandated by the Master Plan.

b. Minimization: The Applicant applied the same minimization technique to this portion of the trail, and placed it to avoid steep slopes, resulting in an overall minimal amount of disturbance to the PMA. The disturbance does not have a major impact on the stream or any other environmental feature.

Impact Exhibit Area # 9: PMA Impact for the Trail on Parcel K

The third impact requested for approval with this DSP is located on the northwest side of Parcel K, with a permanent impact of approximately 2,744 square feet of stream buffer. Like the prior two impact areas, the impact on Area #9 is part of the trail appendix and is delineated on the Hiker/Biker Exhibit as required by the Master Plan. The trail is impacting steep slopes extending from the stream buffer. Alternative placement of the this portion of the trail is not practicable.

As shown on the included Impact Exhibit, the Applicant has limited the disturbance of the site's regulated environmental features. Those features have been preserved and/or restored to the fullest extent possible. The impacts are necessary to accommodate the required Hiker/Biker Trail, and the trail further provides a critical connection between the two phases of the development site. The above-described impacts are unavoidable without contradicting the Master Plan, 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.

XVIII. 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- 25002.

Respectfully submitted,

REES BROOME, PC

Traci Scudder

By: _____ 5/4/26
Traci R. Scudder Date

SITE DESIGN			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
S1. VEHICULAR CIRCULATION/ACCESS			
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 cutes 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 **Metro North** 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.
S2. PARKING AREAS			
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 **town commons (Metro West and Addison South)**.	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 *Landscape Manual*. 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 *Landscape Manual*.	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 *Landscape Manual*.	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 **Metro West and Metro North** 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**
S3. BUILDING SITING AND SETBACKS			
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 **Metro West** 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 *Landscape Manual* shall be waved along the L-shaped main street and other commercial uses on internal streets within **Metro West**.	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 **Metro West** 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 **Metro North** 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 **Metro North** 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 **Addison South** 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			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
S4. BUFFERS AND SCREENING			
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 *Landscape Manual*.	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 **Metro** station. The minimum bufferyard requirements for incompatible uses in the *Landscape Manual* 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 *Landscape Manual*.	N/A	Landscape	This project is not with in the Town Center; however , the project is in compliance with the landscape manual.

SITE DESIGN			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
G. A bufferyard shall be provided in **Metro North** between the proposed retail/office and existing residential uses. The unused alley located between the residential properties on Adak Street and **Metro North** may be utilized for the bufferyard, if feasible. Alternative Compliance from the bufferyard requirement in the *Landscape Manual* may be needed due to shallow depth of the parcels within **Metro North**.	N/A	Landscape	The project is not with in Metro North.
H. Bufferyards shall be provided between existing residential homes within **Metro West** 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 **Addison Plaza West**.	YES	Landscape	Even though the project is nos within Addison Plaza, proper buffer yards have been provided.
S5. FREESTANDING SIGNS			
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 **Metro North** shall be coordinated and compatible in design and materials. At the time of the first detailed site plan for **Metro North**, 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 **Metro North.**	Yes	Architect	

PUBLIC AREAS			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
P1. ROAD NETWORK			
All Subareas			
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.
Town Commons (Metro West and Addison South)			
B. An L-shaped street shall connect the entrance of the **Metro station** and the **Addison Plaza** shopping center together in **Metro West** 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.
Other Subareas			
I. Vehicular linkages in **Addison South** shall be provided by a grid network of interconnecting streets. Linkages include connections to Rollins Avenue, Addison Road, Brooks Drive extension and **Metro West** 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 **Addison Plaza West** 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 **Baber Village** 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**
P2. SIDEWALKS, TRAILS AND CROSSWALKS			
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 **Metro West** 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 **Metro North** shall provide convenient and well-marked access to the pedestrian crossing at MD 214 to the **Metro station**.	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 **Metro station** 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 **Addison Plaza West** 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 **Metro station** shall be provided across Addison Road to **Metro West** via a four-way intersection with crosswalks and sidewalks.	N/A	Civil	The project is not within Metro station and Metor West.
P. Sidewalks on Addison Road and MD 214 along the **Metro station** property shall be widened to accommodate bicyclists.	YES	Civil	Sidewalk along Rollins Avenue provides a 5' bike lane .

PUBLIC AREAS			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
P3. STREET FURNITURE			
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	
P4. TREES AND PLANTINGS			
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 **Metro West**.	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

PUBLIC AREAS			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
tolerance of adverse urban conditions. Native plant species are strongly recommended.			
P5. LIGHTING			
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 **Metro West or Addison South**, 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
P6. UTILITIES			
A. All future development within the town center shall place all appropriate utilities underground. New residential development in **Addison Plaza West**, **Addison South**, **Metro West and Baber Village** 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**
B1. HEIGHT, SCALE AND MASSING			
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	

BUILDING DESIGN			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
1,600 square feet, not to include garages and unfinished basements.			
B2. ROOFS			
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
B3. MATERIALS AND ARCHITECTURAL DETAILS			
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 vanety 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	Architect	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	Architect	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	Architect	Complaint
H. Buildings which are composed of "ribbons or bands" of glass and architectural precast panels should be avoided.	See Response	Architect	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	Architect	
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	Architect	
K. Building materials and colors in **Metro North** shall be used to complement and visually tie to the existing **Metro station** structures.	N/A	Architect	
L. The selection of exterior colors should allow the building to blend in harmoniously with the overall fabric of adjacent buildings.	Yes	Architect	
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	Architect	Façade colors are kept neutral

BUILDING DESIGN			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
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
B4. WINDOWS AND DOOR OPENINGS			
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	

BUILDING DESIGN			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
B5. BUILDING FACADES/STOREFRONTS			
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 (**Metro West** and **Addison South**).	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	
B6. LIGHTING			
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	

BUILDING DESIGN			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
B7. SIGNS			
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	

BUILDING DESIGN			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
J. Awning signs, which identify the name of a business, may be located on the front face of an awning.	Yes	Architect	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	Architect	
L. Signs located above or projecting from the roof line or parapet wall are not permitted.	Yes	Architect	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	Architect	
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	Architect	

BUILDING DESIGN			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
B8. AWNINGS			
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	
B9. BUILDING SERVICES			
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 **Metro West** 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

BUILDING DESIGN			
Design Standard	**Compliant (Yes/No)**	**Responder**	**Response**
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
B10. FORMER RESIDENTIAL BUILDINGS IN COMMERCIAL USE			
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.

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
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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 (5th 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

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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.

	Townhouse		Senior Adult Housing (Not Available - used Townhouse rates)		Assisted Living (Not Available - used Townhouse rates)		Community Amenities (LU 495 - Recreational Community Center)				
Time of Day	Residential Hourly Demand	Residential Spaces Needed	Residential Hourly Demand	Residential Spaces Needed	Residential Hourly Demand	Residential Spaces Needed	Recreational Hourly Demand	Recreational Spaces Needed	Total Demand	Supplied	Surplus
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

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Shared Parking Analysis for DSP-20012

Using Zoning Ordinance Methodology per 27-574 & 27-568

Exhibit 1

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

Countywide Planning Division
Historic Preservation Section

301-952-3680

May 4, 2026

MEMORANDUM

TO: Te-sheng (Emery) Huang, Urban Design Section, Development Review Division

VIA: Thomas Gross, Planning Supervisor, Historic Preservation Section, Countywide Planning Division ***TWG***

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

SUBJECT: **DSP-25002 Metro City**

The subject property comprises 39.68 acres and is located between Addison Road and Rollins Avenue, approximately a half mile south of the Addison Road Metro Station. The subject property is zoned Residential, Multifamily-48 (RMF-48) and located within the 2010 *Approved Subregion 4 Master Plan* area. The subject application proposes updating the architecture of 72 previously approved townhomes. The new designs replace basements with modified crawl spaces.

The 2010 *Approved Subregion 4 Master Plan* contains goals and policies related to historic preservation (pages 287-296). However, these are not specific to the subject site or applicable to the proposed development. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property was high.

In its review of CSP-16001, Metro City, the District Council approved one condition 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.

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. A final report was received by staff on March 28, 2022. This condition has been satisfied, and there are no outstanding conditions.

The subject property does not contain and is not adjacent to any designated Prince George's County Historic Sites or resources.

Historic Preservation Section staff recommend approval of DSP-25002, Metro City, with no conditions.

May 1, 2026

MEMORANDUM

TO: Meng Sun, Planner III, Urban Design Section, Development Review Division

VIA: N. Andrew Bishop, Planner IV, Long-Range Planning Section, Community Planning Division NAB

VIA: Thomas Lester, Acting Supervisor, Long-Range Planning Section, Community Planning Division TEL

FROM: Connor Klein, Planner III, Neighborhood Revitalization Section, Community Planning Division CK

SUBJECT: **DSP-25002 Metro City**

FINDINGS

Community Planning Division staff finds that, pursuant to Section 27-548.26(b)(2)(A) and (b)(5) of the prior zoning ordinance, the proposed amendment to the Addison South (Town Commons) Development District Overlay Zone conforms with the purposes and recommendations for the Development District, and does not substantially impair the implementation of the 2010 *Approved Subregion 4 Master Plan*.

BACKGROUND

Application Type: Detailed Site Plan with property owner request to amend Development District Standards.

Planning Area: 75A

Community: District Heights & Vicinity

Location: 1010 Rollins Avenue, Capitol Heights, Maryland 20743

Size: 39.68 acres

Existing Use: Vacant wooded area

Future Land Use: Medium-High Density Residential

Proposal: To construct approximately 507 residential units with the development of four parcels (Parcels A, G, H, and I), which will include a mixture of 72 townhomes and 435 assisted living and elderly housing units.

Zoning: Residential, Multifamily-48 (RMF-48) Zone

Prior Zoning: Mixed Use-Transportation Oriented (M-X-T), Addison Road Metro Town Center and Vicinity Development District Overlay (DDO) Zones

Applicable Zoning Ordinance: Prior Zoning Ordinance

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is located in the **Established Communities** Growth Policy Area. Plan 2035 classifies existing residential neighborhoods and commercial areas served by public water and sewer outside of the Regional Transit Districts and Local Centers, as Established Communities. Established communities are most appropriate for context-sensitive infill and low- to medium-density development. Plan 2035 recommends maintaining and enhancing existing public services (police and fire/EMS), facilities (such as libraries, schools, parks, and open space), and infrastructure in these areas (such as sidewalks) to ensure that the needs of existing residents are met.

Master Plan: The 2010 *Approved Subregion 4 Master Plan* (Master Plan) recommends **medium-high density residential** land use on the subject property. Medium-high density residential land use is intended for residential development between 8 and 20 dwelling units per acre. The Master Plan also retained the previously approved DDO Zone and Development District Standards from the 2000 *Approved Addison Road Metro Town Center and Vicinity Sectional Map Amendment* that are not superseded by the Master Plan's DDO Zone standards for the area.

The 2000 *Approved Addison Road Metro Town Center and Vicinity Sector Plan and Sectional Map Amendment* organizes the plan area into eight subareas. The subject site is located within the southern portion of the Town Center and is specifically identified as part of Subarea 4, also known as Addison South (Town Commons), as approved in CSP-16001.

The DDO 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.

The 2010 *Approved Subregion 4 Master Plan* (Master Plan) recommends the following (goals, policies, or strategies) to help advance the intent and purpose of the plan.

Living Area D (p. 87, 2010 *Approved Subregion 4 Master Plan*)

Land Use and Community Design
Goals: Focus high-density condominium and apartment living to the centers.

- Action Sites: Capitol Heights and Addison Road–Seat Pleasant Metro centers (p. 100).

Environment
Policy

- Protect, preserve, and enhance the area's green infrastructure network by addressing localized problem areas (p. 101).

Strategy

- Address drainage issues in developed areas near Cabin Branch and along Marlboro Pike.

Transportation

Policy 1

- Develop bicycle-friendly roadways to improve connectivity throughout Zone 2.

Strategy – Mid-term

- Rollins Avenue: Implement bike lanes from Walker Mill Road to Central Avenue (p. 102).

Policy 2

- Improve pedestrian connectivity throughout Zone 2 by installing sidewalks.

Strategies

- Rollins Avenue: Install continuous sidewalks from Walker Mill Road to Central Avenue.
- Cabin Branch: Proposed trail along Cabin Branch between Addison Road and Walker Mill Road (p. 103).

Analysis: *The application generally aligns with the Living Area D master plan recommendations by supporting compatible residential development patterns, though it is not located within a designated Metro center. The proposal does not adversely impact green infrastructure. Staff recommend ensuring potential drainage issues are accounted for as the subject property abuts a portion of the Cabin Branch stream. Staff suggests that the applicant consider the future alignment of the proposed Cabin Branch Trail or improvements along Rollins Ave to improve connectivity and ensure that the site is compatible with proposed Master Plan connections. Any future improvements should be planned and approved in coordination with the relevant operating agencies. The application also advances transportation goals by incorporating pedestrian- and bicycle-friendly elements. Staff encourage inclusion of these features to further support connectivity policies and strategies.*

Environmental
Goals: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions. Reduce the negative effects of stormwater runoff.

Policy 1

- Restore and enhance water quality in areas that have been degraded, and preserve water quality in areas not degraded (p. 205).

Strategies

- Prepare a strategic watershed wide plan for addressing stormwater quantity and quality.
- Use conservation landscape techniques to be evaluated during the development review process.

Policy 3

- 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 activities (p. 205).

Strategies

- Require the use of shared environmentally sensitive stormwater management facilities where appropriate.
- Increase stormwater storage in appropriate areas, such as open space and preserved and constructed wetlands.

Green Buildings/Sustainability

Goal: Encourage the use of green building techniques that reduce energy and resource consumption.

Policy 1

- Implement environmentally sensitive building techniques that reduce overall energy consumption.

Strategies

- Promote environmentally sensitive building techniques as designated by the U.S. Green Building Council.
- Require the use of the latest environmental technologies in building and site designs.
- Encourage the reuse and redesign of existing buildings when redevelopment occurs to incorporate energy and building material efficiencies.
- Reduce energy consumption through the use of more effective and energy efficient indoor and outdoor lighting and air movement systems.
- Establish incentives for new and existing commercial buildings to achieve a LEED silver rating or an equivalent rating under a comparable green building performance measure (p. 208).

Analysis: *The application is generally consistent with environmental policies and strategies, and staff emphasize the importance of incorporating environmentally sensitive design (ESD) techniques to manage stormwater and protect water quality. Staff encourage the applicant to prioritize on-site ESD practices and consider enhanced or shared stormwater management facilities where appropriate. The proposal also supports sustainability goals through the preservation of the regulated environmental features on the site. The applicant is encouraged to integrate energy-efficient and environmentally sensitive building practices to further align with master plan recommendations.*

Transportation
Goals:

- Utilize "complete street" and "context-sensitive" concepts to promote travel by alternative modes (transit, biking, and walking) as viable alternatives to the automobile in the neighborhoods and growth centers.
- Improve pedestrian safety in the vicinity of Metro stations and along major road corridors.
- Improve bicycle facilities around Metro stations in Subregion 4. Facilities needed include bicycle racks, lockers, and striping for designated bike lanes (p. 233).

Policy 5

- Ensure the transportation facilities are adequate prior to approval of any new development within established neighborhoods and in the designated centers in accordance with the procedures provided in the County Code (p. 239).

Strategies

- Increase the connectivity of bikeways established within street, road, or highway rights-of-way, especially in the vicinity of current or future transit stations and bus services and in areas of multifamily, compact, or infill development, with emphasis on General Plan corridors as well as off-road trails and trail systems (p. 239).
- Emphasize linking the population and economic growth rates with the availability of transportation funds to support it. Ensure that land development projects are approved on the condition that developer contributions sufficiently provide for the construction or expansion of the transportation infrastructure needed to maintain an acceptable LOS and transit mode share (p. 240).

Analysis: *The application supports the intent of transportation policies related to multimodal access and complete streets. Given the site's proximity to the Addison Road Metro Station, staff recommend that the proposal consider additional pedestrian and bicycle improvements, where feasible, to enhance connectivity and promote multimodal travel. The development will also be subject to transportation adequacy requirements to ensure sufficient infrastructure is in place. Incorporating these elements will further align the proposal with Master Plan strategies.*

Development District Overlay Zone:
2000 *Approved Addison Road Metro Town Center and Vicinity Sectional Map Amendment* (Addison Road Metro Town Cener and SMA)

The application complies with all applicable Development District Overlay Zone (DDOZ) standards of the Addison Road Metro Town Cener and SMA except for S3(f) (Building Siting and Setbacks) regarding garage placement.

SITE DESIGN (p. 180)
S3. Building Siting and Setbacks

(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.

Analysis:
The applicant has requested an amendment to this standard with justification and states:

> "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 Applicant's 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 previously supported this amendment under DSP-20012."

The standards requires garages to be recessed or located at the side/rear of the lot. The applicant is proposing front-loading garages oriented toward internal private streets rather than public rights-of-way.

Staff note that the unique size of the site and site topography prevent the layout from exclusively using alley, rear-loaded, or recessed garages for the townhouse layout and cannot meet this standard. The layout shown with this application is consistent with PPS 4-19044 and approved private streets for vehicular access, Therefore, staff support this amendment because the proposed layout shields garages from the Rollins Avenue streetscape and aligns with the DDOZ's intent to reduce the visual impact of garages. This proposed amendment is consistent with the previous approvals and does not impair the goals of the 2000 *Approved Addison Road Metro Town Center Sector Plan*.

Aviation/MIOZ: This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone.

SMA/Zoning: The 2010 *Approved Subregion 4 Sectional Map Amendment* reclassified the subject property from the R-55 and R-R into the R-T zone.

PGCPB No. 17-264 reclassified the subject property from the R-T zone to the M-X-T zone on January 8, 2018, through CSP-16001. The District Council affirmed this reclassification.

On November 29, 2021, the District Council approved CR-136-2021, the Countywide Map Amendment (CMA) which reclassified the subject property from the M-X-T zone to the RMF-48 effective April 1, 2022.

ADDITIONAL INFORMATION
cc: Long-Range Agenda Notebook

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

May 1, 2026

MEMORANDUM

TO: Meng Sun, Urban Design Review Section, Development Review Division

FROM: PEM Peter Milliken, Transportation Planning Section, Countywide Planning Division

VIA: NS Noelle Smith, AICP, Transportation Planning Section, Countywide Planning Division

MB Mark Berger, AICP, Transportation Planning Section, Countywide Planning Division

SUBJECT: DSP-25002, METRO CITY

Prior Conditions of Approval

The property is subject to Conceptual Site Plan (CSP)-16001 and Preliminary Plan of Subdivision (PPS), 4-19044. Below, the transportation section analyzes the relevant conditions for the subject development proposal.

CSP-16001

2. At the time of the 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 the Department of Public Works &Transportation (DPW&T)
    b. Provide bicycle parking at the entrance area to the multifamily buildings, including assisted living facilities and commercial/retail spaces
    c. Provide standard sidewalks along both sides of all internal roads, excluding private alleys, to the extent practical

Comment: All transportation-relevant conditions from CSP-16001 have been fulfilled, and improvements shall be constructed in general conformance to the Detailed Site Plan (DSP). The applicant includes a five-foot designated bicycle lane and an eight-foot sidewalk along the Rollins Avenue frontage. The plan sheets identify dedicated bicycle parking adjacent to the two senior living facilities and the assisted living facility. Internal roads contain standard sidewalks, along both sides, to the extent practicable. Addison Road frontage improvements are shown in this application but shall be constructed with subsequent DSP applications.

4-19044

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.

Comment: The proposed development for phase 1 is consistent with the proposal set forth in the approved PPS. The traffic generation for this application remains at 118 AM and 147 PM peak hour trips.

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 (DPIE), with written correspondence
    b. Eight-foot-wide sidewalks along the subject property's frontage of Rollins Avenue, unless modified by DPIE, with written correspondence
    c. Bicycle lane along the subject property's frontage of Addison Road South, unless modified by DPIE, with written correspondence
    d. Bicycle lane along the subject property's frontage of Rollins Avenue, unless modified by DPIE, 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 Americans with Disabilities Act (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, assisted living facility, commercial/retail spaces, and Parcel A directly north of townhouse lots 62–67

Comment: All transportation-relevant conditions from PPS, 4-19044, have been fulfilled, and improvements shall be constructed in general conformance to the DSP. The proposed detailed site plan includes sidewalks, curb ramps, crosswalks, and bicycle lanes along Addison Road South and Rollins Avenue according to the PPS condition. The applicant also provided bicycle parking and six-foot-wide, internal sidewalks. This condition has been met.

19. In accordance with the 2009 *Master Plan of Transportation,* the applicant and the applicant's 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, as 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, as 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. Sheets 4, 7, and 9 of the civil plans set include the details of the limits, widths, and easements of the Cabin Branch Trail. Conditions 19 and 21 have been met.

Master Plan Compliance

This application is subject to 2009 Approved Countywide Master Plan of Transportation (MPOT), the 2000 *Approved Sector Plan & Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* ("the 2000 Sector Plan"), and the 2010 Approved *Subregion 4 Master Plan and Sectional Map Amendment* ("the 2010 Sector Plan").

Right-of-Way

Rollins Avenue (P-403): 60-foot ROW

Comment: The MPOT and the 2010 Sector Plan identify an ultimate ROW width of 60 feet for Rollins Avenue, as shown on the submitted plan sheets.

Addison Road (A-33): 120-foot ROW

Comment: The MPOT and the 2010 Sector Plan identify an ultimate ROW width of 120 feet for Addison Road south, between Central Avenue and Walker Mill Road, as shown on the submitted plan sheets.

Pedestrian and Bicycle Facilities

Cabin Branch Trail: a multi-use trail, both the MPOT and the 2010 Sector Plan designate a trail from MD 214 to Beaverdam Creek. The shared-use path connecting Rollins Avenue and Addison Road represents a portion of the Cabin Branch Trail.

Comment: The Cabin Branch Trail is shown as the eight-foot-wide asphalt trail along the southern portion of the Phase 1 development that connects directly to pedestrian facilities internal to the site and to frontage improvements along Rollins Avenue.

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.

Comment: Six-foot-wide sidewalks are shown along both sides of all streets within the development to meet master plan intent.

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.

Comment: An eight-foot-wide sidewalk and a five-foot-wide striped bicycle lane are proposed along the frontage of Rollins Avenue to meet master plan intent. These frontage improvements connect to the internal pedestrian and bicycle network through the site.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 American Association of State Highway and Transportation Officials *Guide for the Development of Bicycle Facilities.*

Comment: A dedicated bicycle lane is provided along the Rollins Avenue frontage of the development site and provides a shared-use path for the portion of the Cabin Branch Trail located on site to meet master plan intent.

The Transportation Recommendations Section of the 2010 *Sector Plan* provides 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)**

Comment: The proposed plans include sidewalks, bicycle lanes, and trails, improving or adding to existing networks and increasing connection to the Addison Road Metro station.

The Public Area Sections of the 2000 *Sector Plan* detail 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 on the pavement. Crosswalk materials for primary intersections shall be consistent throughout 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 Development District Overlay Zone (DDOZ), including a six-foot planting strip located between the internal roads and sidewalks.

Zoning Ordinance Compliance

Pursuant to section 27-283(a) of Part 3, Division 9 of the Zoning Ordinance, detailed site plans shall be designed in accordance with the same guidelines as required for a conceptual site plan. Section 27-274(a) provides the following guidelines for conceptual 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:

(v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;

(ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;

(x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and

(xi) Barrier-free pathways to accommodate the handicapped should be provided.

Comment: The submitted plans include separate networks for vehicles and pedestrians, including sidewalks, crosswalks, crosswalk ramps, and directional arrows at garage entrances. The applicant proposes a raised, mountable island at the center of the cul-de-sac to improve safety and efficiency for vehicular traffic traveling through and around the intersection, similar in function to a roundabout or traffic circle.

(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 in order to enhance the visual unity of the site;

(iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;

(v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;

Comment: Sidewalks and crosswalks support convenient and efficient pedestrian circulation and include streetscape amenities such as benches and lighting throughout the site. Additionally, four bicycle racks, accommodating eight bicycles, have been provided at each designated area, and crosswalks are provided throughout the site to accommodate bicycle and pedestrian activity.

As a property within the M-X-T zone, the Planning Board must satisfy additional criteria 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 eight-foot sidewalks are provided throughout the site, with perpendicular or parallel crosswalks at crossings with vehicular traffic.

As a property within the DDOZ zone, Section 27-548.20(a) describes the purpose regarding transportation-related components as the following:

(8) To encourage pedestrian activity

Comment: The development supports pedestrian activity through the provision of a network of sidewalks and shared use paths within the development site, with connections to the Rollins Avenue right-of-way.

Conclusion

Based on the findings presented above, staff conclude that the vehicular, 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 vehicular, pedestrian, and bicycle transportation purposes.

The Maryland-National Capital Park and Planning Commission
PRINCE GEORGE'S COUNTY
Planning Department
1616 McCormick Drive, Largo, MD 20774 • pgplanning.org • Maryland Relay 7-1-1

May 5, 2026

MEMORANDUM

TO: Meng Sun, Planner III, Urban Design Section

FROM: Mridula Gupta, Planning Supervisor, Subdivision Section MG

SUBJECT: DSP-25002; Metro City

This detailed site plan (DSP-25002) consists of Phase I of the overall development called Metro City and comprises 24.81 acres. The subject property consists of 72 lots (Lots 1-72), and 10 parcels (Parcels A, F, G, H, I, K, L, M, N, and Q) recorded among the Prince George's County Land Records in Plat Book ME 267 Plats 55 through 62. 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 within Residential, Multifamily-48 (RMF-48) Zone and is within the area of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity*. The subject DSP is, however, reviewed pursuant to the prior Zoning Ordinance and Subdivision Regulations, and the property's prior Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay (D-D-O) Zones. This DSP proposes 72 single-family attached dwellings and 435 multifamily dwelling units (240 senior living and 195 assisted living units).

This DSP was submitted for review pursuant to the prior Zoning Ordinance and Subdivision Regulations, and the property's prior Mixed-Use Transportation Oriented (M-X-T) and Development District Overlay (D-D-O) Zones. The application was accepted on March 30, 2026, and major issues were provided to the applicant during SDRC meeting on April 10, 2026. This memo is based upon revised plans received on April 24, 2026.

The land area considered in DSP-25002 is subject to Preliminary Plan of Subdivision 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 signature approved 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 dedication of parkland. This DSP excludes Parcel C, as the property was conveyed out of the parent tract and into private ownership in 2018 before completing the subdivision process. Since this piece of land, now known in the Land Records as

Parcel 448, 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 may 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 Parcel 448, a new PPS and final plat will be required.

The conditions of 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 to develop the prior platted 72 lots and 10 parcels with 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 (48903-2016-01) and approval letter with this DSP. The approved 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.

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-25002 proposes residential development on Lots 1 through 72 and Parcels G, H, and I. Parcels A, F, K, L, M, N, and Q are approved 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 evaluated with 4-19044 for these lots and parcels. The Transportation Planning Section should further review the proposed development for conformance to Condition 5.

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.

Parcels D, E, and J are not part of Phase I development. Conditions 6, 7, and 8 will be reviewed with the DSP for Phase II development.

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:

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:

The applicant submitted a Type 2 tree conservation plan with this DSP (TCP2-2026-0018). The Environmental Planning Section should review the TCP2 and DSP to ensure that these plans conform with the approved TCP1-004-2017-01.

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:

Parcels A, F, L, M, N, and Q are shown on the DSP to be conveyed to the homeowners association. These parcels shall be conveyed prior to approval of building permits.

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 and is correctly labeled as being conveyed to "M-NCPPC" on plan sheets of the DSP.

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.

The Transportation Planning Section should evaluate conformance to Condition 16.

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 were established in a public RFA for the trail, which was recorded at the time of the final plat in accordance with Condition 20 in Book 49631 Page 566. 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 dedication of parkland, 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 4-19044 and includes details for the proposed Trail. The Department of Parks and Recreation and Urban Design Section should review the details provided in the DSP for the Trail to ensure they are complete. As required by Condition 21, triggers for construction of the trail to ensure its completion with the first phase of development were established in a public RFA for the trail, which was recorded at the time of the final plat in accordance with Condition 20 in Book 49631 Page 566. The construction schedule approved with the public RFA shows the Trail being constructed in two phases.

Additional Comments

1. The property received an automatic certificate of adequacy (ADQ) associated with 4-19044 pursuant to Section 24-4503(a)(1) of the Subdivision Regulations, which became effective April 1, 2022, and is valid for twelve years from that date, subject to the expiration provisions of Section 24-4503(c).

Recommended Conditions

1. Prior to certification of the detailed site plan, the following revisions shall be made to the plan:

    a. On Sheets 10 through 15, label all lots and parcels with their plat recording reference. Label all parcels with their ultimate ownership, for example, to be conveyed to the homeowners association, or to be retained by developer.

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 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 final plats, or permits will be placed on hold until the plans are corrected. There are no subdivision issues at this time.

Countywide Planning Division
Prince George's County Planning Department 301-952-3650

May 1, 2026

MEMORANDUM

TO: Meng Sun, Planner III, Urban Design Section, DRD

VIA: Suzanne Nickle, Acting Supervisor, Environmental Planning Section, CWPD *SN*

FROM: Christian Meoli, Planner II, Environmental Planning Section, CWPD *CM*

SUBJECT: **Metro City: DSP-25002 and TCP2-2026-0018**

The Environmental Planning Section (EPS) has reviewed the above-referenced detailed site plan (DSP) accepted on March 30, 2026. Comments were provided in a Subdivision and Development Review Committee (SDRC) meeting on April 10, 2026. Revised plans were received on April 24, 2026. The EPS finds the application in conformance with Sections 27-285(b)(3), 27-285(b)(4), 27-282(e)(5), 27-282(e)(9),27-282(e)(11) of the prior Zoning Ordinance, and 24-131 of the prior Subdivision Regulations, and recommends approval of DSP-25002 and TCP2-2026-0018, subject to the findings and conditions at the end of this memorandum.

BACKGROUND
The EPS has reviewed this site previously with the review of the following development applications:

Development Review Case	Associated TCP(s)	Authority	Status	Action Date	Resolution Number
CSP-16001	TCP1-004-2017	District Council	Approved	2/26/2018	PGCPB No. 17-164
4-19044	TCP1-004-2017-01	Planning Board	Approved	4/22/2021	PGCPB No. 2021-53
DSP-20012	TCP2-027-2021	Planning Board	Expired	2/10/2022	PGCPB No. 2022-11
DSP-25002	TCP2-2026-0018	Planning Board	Pending	Pending	Pending

PROPOSED ACTIVITY
The current application is a DSP for Phase 1 of a mixed-use development with residential dwelling units, senior apartments, and assisted living.

APPLICABLE ENVIRONMENTAL REGULATIONS
This property is subject to the grandfathering provisions of the Woodland and Wildlife Habitat Conservation Ordinance because the property had a tree conservation plan (TCP) that was approved before June 30, 2024.

The property must conform to the environmental regulations of the 2010 Woodland Conservation Ordinance (2010 WCO) and the 2018 Environmental Technical Manual. The property is also subject to the environmental regulations in prior Subtitles 24 and 27 because there is a previously approved conceptual site plan and preliminary plan of subdivision.

SITE DESCRIPTION

The subject property is 24.81 acres and is located approximately 4,000 feet southwest from the intersection of Old Central Avenue and Addison Road. It is located on the east side of Rollins Avenue and south from its intersection with Palatine Avenue. The property is mostly unimproved. The current zoning for the site is Residential, Multifamily - 48 (RMF-48); however, the applicant has opted to apply the zoning standards to this application that were in effect prior to April 1, 2022, for the Mixed-Use Transportation Oriented (M-X-T) Zone. The site contains 7.06 acres of 100-year floodplain and contains regulated environmental features (REF) in the form of streams, wetlands, stream buffer, wetland buffer, and steep slopes.

REVIEW OF PREVIOUSLY APPROVED CONDITIONS

Conceptual Site Plan CSP-16001: 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: PPS 4-19044 was approved by the Prince George's County Planning Board on April 22, 2021. The following text addresses one previously approved environmental conditions in PGCPB No. 2021-53 applicable to the subject application.

> **Condition 3: Development of the site shall be in conformance with the approved Stormwater Management Concept Plan (48903-2016-00) and any subsequent revisions.**
>
> An approved revision to the approved Concept Plan (48903-2016-01) was submitted with the subject application. Phase 1 of the project is in conformance with this Concept Plan, and the development must comply with the conditions of approval from Department of Permitting, Inspections and Enforcement (DPIE).

Detailed Site Plan DSP-20012: DSP-20012 was approved by the Prince George's County Planning Board on February 10, 2022; however, this plan has expired. This plan will be superseded by the current application.

ENVIRONMENTAL REVIEW

Natural Resources Inventory

Section 27-282(e)(5) of County Code requires an approved natural resource inventory (NRI) plan with DSP applications. NRI-045-2016 was provided with a 1-year revalidation that is valid until December 8, 2026. The NRI covers both Phase 1 and Phase 2 (not subject to this DSP). The primary management area (PMA) is comprised of 100-year floodplain and REF in the form of streams, wetlands, stream buffer, wetland buffer, and steep slopes.

Woodland Conservation
The site is subject to the 2010 WCO because it has previous TCP approvals: TCP1-004-2017 and TCP1-004-2017-01. TCP2-2026-0018 for Phase 1 is submitted as a minor revision under the grandfathering and plan conformance provisions contained in Section 25-119(c) and Section-25(119)(g) of the County Code. The woodland conservation requirement based on the proposed clearing is 4.93 acres which is proposed to be met with 4 acres of woodland preservation and 0.93-acres of off-site woodland conservation credits. The TCP2 shows a master planned hiker and biker trail which is required to be constructed by the applicant. Three impacts to REF for the construction of this trail are discussed herein.

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 Technical Manual." Specimen Trees (ST) ST-45 through ST-47 were approved for removal as part of CSP-16001. ST-10 and ST-38 were removed prior to this application with the construction of the Beaverdam Basin Sanitary Sewer System Rehabilitation project (FCP#313-15). 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 (REF)
Section 27-285(b)(4) of the Zoning Ordinance states that the Planning Board may approve a DSP 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 Section 24-130(b)(5) of the Subdivision Regulations. The primary management area (PMA) is comprised of 100-year floodplain and REF in the form of streams, wetlands, stream buffer, wetland buffer, and steep slopes.

Section 24-130(b)(5) of the prior Subdivision Regulations states: "Where a property is located outside the Chesapeake Bay Critical Areas Overlay Zones the preliminary plan and all plans associated with the subject application shall demonstrate the preservation and/or restoration of regulated environmental features in a natural state to the fullest extent possible consistent with the guidance provided by the Environmental Technical Manual established by Subtitle 25. Any lot with an impact shall demonstrate sufficient net lot area where a net lot area is required pursuant to Subtitle 27, for the reasonable development of the lot outside the regulated feature. All regulated environmental features shall be placed in a conservation easement and depicted on the final plat."

Impacts to REF should be limited to those that are necessary for the development of the property. Necessary impacts are those that are directly attributable to infrastructure required for the reasonable use and orderly and efficient development of the subject property or are those that are required by County Code for reasons of health, safety, or welfare. 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.

Six impacts were previously approved under CSP-16001 and modified with 4-19044. Impacts 1 through 6 are not proposed to be modified with the subject application. The subject application is reliant on the approval of these impacts. Three impacts were reviewed and approved with DSP-20012 which has expired. The subject application proposes to request those three impacts to REF, identified as Impacts 7 through 9, which are detailed below.

Impact 7: Construction of Hiker/Biker Masterplan Trail
This DSP proposes a new impact to PMA on Parcel K, for the construction of the Master Plan Trail. Impact 7 will permanently impact an area of 256 square feet of PMA, consisting of stream buffer and associated steep slopes. This impact is supported as proposed because it is needed for the required Master Plan Trail system, cannot be placed elsewhere to avoid the impact, and has been minimized to the extent practicable.

Impact 8: Construction of Hiker/Biker Masterplan Trail
This DSP proposes a new impact to PMA on Parcel K, for the construction of the Master Plan Trail. Impact 8 will permanently impact an area of 10,533 square feet of PMA, including 9,593 square feet of stream buffer. This impact is supported as proposed because it is needed for the required Master Plan Trail system, cannot be placed elsewhere to avoid the impact, and has been minimized to the extent practicable.

Impact 9: Construction of Hiker/Biker Masterplan Trail
This DSP proposes a new impact to PMA on Parcel K, for the construction of the Master Plan Trail. 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 impact is supported as proposed because it is needed for the required Master Plan Trail system, cannot be placed elsewhere to avoid the impact, and has been minimized to the extent practicable.

In summary, the proposed impacts of the REF are supported. These impacts cannot be avoided because they are required for the construction of a hiker/biker master planned trail which cannot be relocated to other parts of the site. The plan shows the preservation, restoration, and enhancement of the remaining areas of REF and PMA located on site. The impact is a necessary impact for the orderly development of the property and is supported as proposed.

Stormwater Management
Section 27-282(e)(11) of the Zoning Ordinance requires a stormwater management (SWM) concept approval prior to acceptance of a DSP. An approved Concept Plan (#48903-2016-01) was submitted showing the use of infiltration and 100-year attenuation. This SWM plan was approved on November 15, 2023, and expires on November 15, 2026.

Soils
The subject application was reviewed in accordance with the unsafe land restrictions contained in Section 24-131 of the prior Subdivision Regulations. 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. Tall retaining walls are planned to facilitate the proposed development.

A geotechnical investigation report with a global stability analysis shall be reviewed and approved by DPIE prior to the issuance of permits. The retaining wall design including the geotechnical analyses shall be performed in accordance with Prince George's County Retaining Wall Requirements, Techno-Gram 002-2021. This information is provided for the applicant's benefit. No further action is needed as it relates to this application.

Erosion and Sediment Control

The County requires the approval of an Erosion and Sediment Control Plan. Development shall comply with the requirements for sedimentation and erosion control in accordance with Subtitle 32, Division 2, Grading, Drainage and Erosion and Sedimentation Control, of the Prince George's County Code. The TCP2 must reflect the ultimate limits of disturbance, not only for installation of permanent site infrastructure, but also for the installation of all temporary infrastructure, including erosion and sediment control measures.

SUMMARY OF RECOMMENDED FINDINGS AND CONDITIONS

The EPS has completed the review of DSP-25002 and TCP2-2026-0018, and recommends approval, subject to the following findings and conditions:

Recommended Findings

1. No new specimen trees are requested for removal with Detailed Site Plan (DSP-25002).

2. In conformance with Section 24-130(b)(5) of the Environmental Standards of Subdivision Regulations, based on the level of design information currently available, the limits of disturbance shown on the Type 2 tree conservation plan, and the impact exhibits provided, the regulated environmental features (REF) on the subject property have been preserved and/or restored to the fullest extent possible. Staff find that the primary management area (PMA) Impacts 7 through 9 are necessary and are reasonable for the orderly and efficient development of the subject property.

Recommended Conditions:

1. Prior to the certification of the Type 2 tree conservation plan (TCP2), and in conformance with Section 25-122(d) of County Code, documents for the required woodland conservation easements shall be prepared and submitted to the Environmental Planning Section (EPS) for review by the Office of Law, and submission to the Office of Land Records for recordation. The following note shall be added to the standard TCP2 notes on the plan as follows:

   > "Woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site have been placed in a woodland and wildlife habitat conservation easement recorded in the Prince George's County Land Records at Liber _____ Folio____. Revisions to this TCP2 may require a revision to the recorded easement."

April 16, 2026

MEMORANDUM

TO: Te-sheng (Emery) Huang, Planner IV, Urban Design Section

FROM: Mara Greenwell, Planning Technician III, Permit Review Section MG

SUBJECT: DSP-25002 Metro City

1. The Permit Review Section offers no additional comments at this time on this development application.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Department of Parks and Recreation
6600 Kenilworth Avenue Riverdale, Maryland 20737

MEMORANDUM

DATE: May 6, 2026

TO: Meng Sun, Planner III
Urban Design Section, Development Review Division
Planning Department

VIA: Sonja Ewing, Division Chief SME
Jameka Smith, Assistant Division Chief, JS
Dominic Quattrocchi, Planning Supervisor DQ
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

FROM: Ivy R. Thompson, Planner III IRT
Land Acquisition/Management & Development Review Section
Park Planning and Environmental Stewardship Division
Department of Parks and Recreation

SUBJECT: **DSP-25002 METRO CITY**

The staff of the Department of Parks and Recreation (DPR) reviews and evaluates Development Review applications for conformance with the requirements and recommendations of Area Master Plans, the Land Preservation, Parks and Recreational Program for Prince George's County, Plan 2035, the Formula 2040 Functional Master Plan for Parks, Recreation and Open Space as they pertain to public parks and recreation.

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 zoned Mixed-Use Transportation (M-X-T), is for 72 lots and 16 parcels for 1,221 dwelling units and 147,400 square feet of commercial/retail spaces. The site plan includes open space and active and passive recreational areas. The proposed development is located approximately 540 feet south of the undeveloped Suitland-Capitol Heights Park, which provides the master planned Central Avenue Connector Trail, to connect Addison Road South to Karen Boulevard.

DPR staff previously reviewed the subject site under DSP-20012. Conditions 2 and 3 of Prince George's County Planning Board Resolution (PGCPB No. 2022-11) apply to this DSP. In addition, PPS 4-19044, Planning Board Resolution (PGCPB No. 2021-053), Conditions 15–16 and 19–21 are relevant to this review.

The following conditions of approval from PPS 4-19044, Planning Board Resolution (PGCPB No. 2021-053) are relevant to DPR for the review of this Detailed Site Plan:

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.

COMMENT: A draft Deed of Conveyance was submitted to DPR staff September 21, 2023, however, the conveyance is incomplete. Prior to certification of DSP-25002 [Metro City], per Planning Board Resolution (PGCPB No. 2021-053), condition 15, approximately 5.95 acres of parkland, shown as Parcel K on the Final Plat, shall be conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC).

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: DPR staff find this condition satisfied.

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.

COMMENT: 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 is satisfied.

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.

COMMENT: The applicant submitted the recorded Public RFA which details the alignment of the Cabin Branch Trail and its connections to the Phase 1 development as shown on the site plan. Prior to 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*. This will include the connection up to the southwest property line and as detailed in the recorded Public RFA.

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: The Site Plan illustrates the location and proposed alignment/design of the Cabin Branch Trail, connections and development phases. Construction details for the trail should be included on the site plan per the *Parks and Recreation Facilities Guidelines.*

Conditions of approval, 2 and 3, from DSP-20012, Prince George's County Planning Board Resolution (PGCPB No. 2022-11) are cited in the recorded Public RFA. Both should carry over as conditions of approval for this DSP:

2. Prior to submission of grading permits for Parcel K, 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 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*.

RECOMMENDATION

DPR staff recommends the Planning Board approval of Detailed Site Plan DSP-25002 Metro City with the following conditions:

1. Prior to certification of DSP-25002 [Metro City], per PGCPB No. 2021-053, condition 15, approximately 5.95 acres of parkland, shown as Parcel K on the Final Plat, shall be conveyed to the Maryland-National Capital Park and Planning Commission (M-NCPPC).

2. Prior to certification of DSP-25002, construction details for the trail should be included on the site plan per the *Parks and Recreation Facilities Guidelines.*

3. Prior to submission of grading permits for Parcel K, 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.

4. Prior to 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.* This will include the connection up to the southwest property line and as detailed in the recorded Public RFA.

cc: Leonard Pettiford

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Fire/EMS Department Headquarters

Office of the Fire Marshal

March 30, 2026

Te-Sheng (Emery) Huang, Planner III
Urban Design Section
The Maryland-National Capital Park and Planning Commission
Development Review Division
1616 McCormick Drive
Largo, Maryland 20774

Dear Mr. Huang:

The Office of the Fire Marshal of the Prince George's County Fire/EMS Department has reviewed the referral for DET-25002 Metro City. These are our 1st comments:

1) Fire Lanes in accordance with Subtitle 11-277 must be shown on the detailed site plan to include curbs to be marked as well as sign details and locations. A copy of the DSP with proposed fire lane markings and sign locations is attached. See pages 4,5, and 7. A cut sheet for the correct signage and other specifications are included in a separate attachment. The applicant may reach out to me directly at jvreilly@co.pg.md.us or at 240-508-4931 with any questions or concerns.

2) While not a site requirement, the Office of the Fire Marshal urges the applicant to include the following parking restrictions in any HOA regulations and provide this information to all homeowners prior to or at the time of settlement:
   - Residents must make full use of the parking provided for their unit (garages and driveways.) Garages must not be converted to living space or used completely for storage other than cars.
   - No parking in alleys
   - Cars parked on driveway pads cannot protrude into any provided sidewalk
   - No parking across a driveway apron on any alley or street.
   - Parked cars shall not block any driveway including that the owner.
   - Parked cars shall not block or intrude into any crosswalk
   - Cars shall not be parked in any intersection or protrude into any intersection.
   - Cars parked in alley driveways shall not protrude into the alley.

3) Because all drive aisles in the community are less than 29' wide, no on-street parking will be allowed except where additional width is provided for designated on-street spaces. The Fire/EMS Department has an interest in prohibiting on-street parking that would compromise the ability of fire apparatus to quickly access all units in the community.

4) Please show the locations of any proposed fire department connections (FDC's).

5) Please show the locations of any proposed fire hydrants. A fire hydrant must be provided within 200' of any proposed FDC in accordance with Subtitle 4-167 and within 500' of the most remote point on all buildings.

Sincerely,

James V. Reilly
Project Coordinator III

JVR/jvr

Prince George's County Fire/EMS Department
Office of the Fire Marshal
Fire Prevention and Life Safety Inspections

9400 Peppercorn Place
Fifth Floor
Largo, MD 20774

301-583-1830

FIRE LANES

Fire lanes, indicated by painted curbs and signage, are required at new and existing buildings to ensure fire access is not compromised by parked cars or other obstructions. The following information is provided to guide property owners and managers through the Fire Marshal process for inspecting and installing fire lanes.

FIRE LANES:

Fire lanes are fire access roads, drive aisles, and roadways that the Office of the Fire Marshal has declared or designated as fire lanes, requiring the application of paint and the installation of signs to preserve fire access to the building. This designation must come at the direction of the fire marshal who will maintain a file of the designated fire lanes for the property. A property owner cannot create a fire lane by applying paint and signage. To be enforceable, the fire lane must be declared and recorded by the fire marshal.

The fire marshal has authority to declare fire lanes on private property such as shopping centers, apartments, and townhome developments with privately owned roads. The fire marshal cannot declare fire lanes on State, County, or municipal roads.

FIRE LANE INSPECTIONS:

For new buildings, the owner or general contractor should request a fire lane inspection from the Office of the Fire Marshal at least 60 days prior to their intended occupancy date. There is a $150.00 fee for the fire lane inspection. Payment for the fire inspection can be made online at the link below. Select “Fire Lanes” as your inspection type.

https://www.velocitypayment.com/client/princegeorges/fire/index.html

Once payment is made, a case will be created and assigned the inspector for that area. The inspector will call the provided contact to schedule the inspection.

FIRE LANE STANDARDS:

To preserve a 22’ wide drive aisle free of obstructions for fire access to a building, the fire inspector will ask for fire lane markings (paint and signage) along the most likely path or paths of fire apparatus access leading to and adjacent to the building.

Width: Fire Lanes shall be 22’ wide. Smaller driveways and aisles may still be declared as fire lanes at the discretion of the inspector.

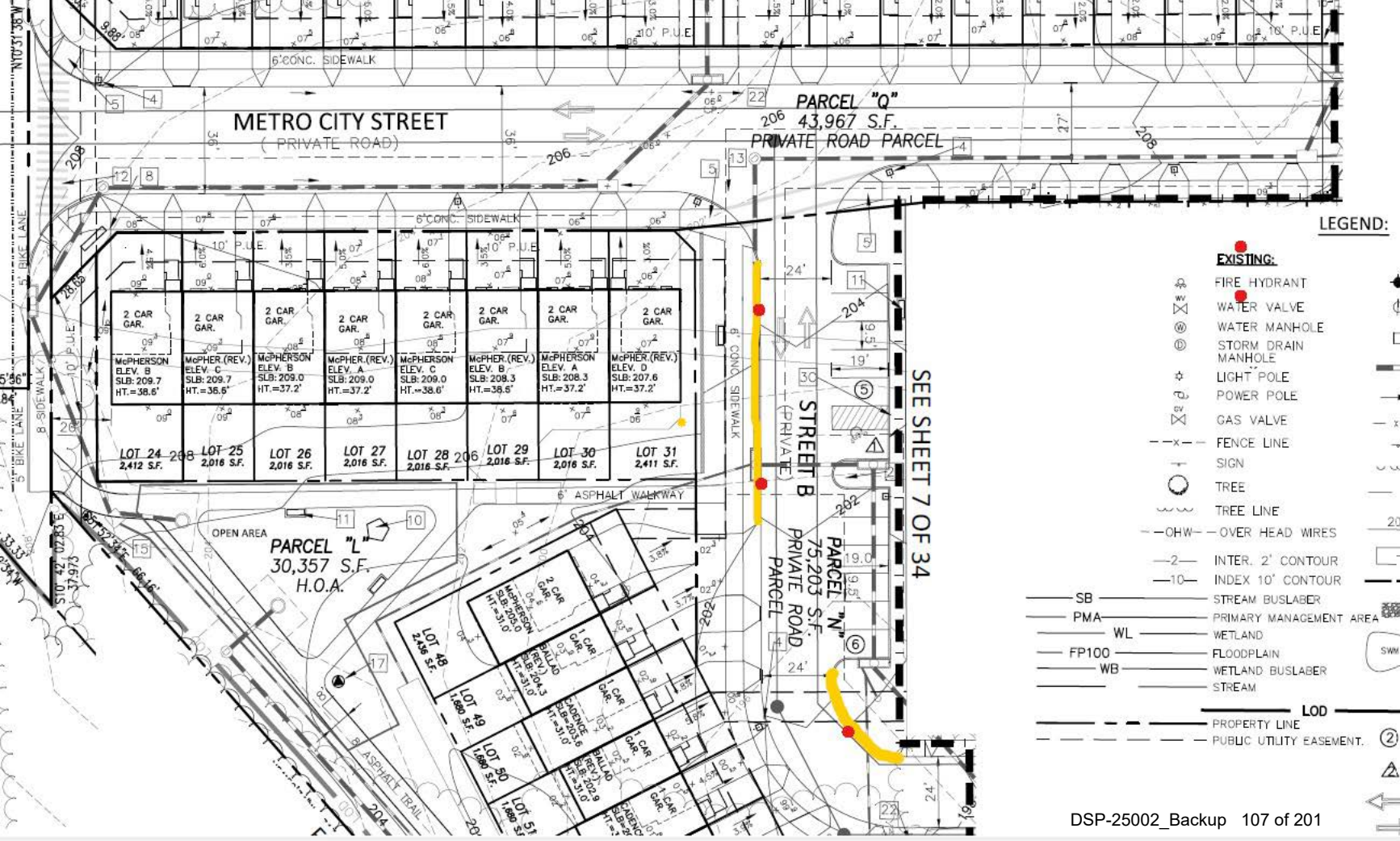
Roads < 29’ shall be painted and signed on both sides.
Roads < 36’ shall be painted and signed on one side.
Roads > 36’ may not require markings. The inspector will determine the need for markings on a case by case basis.

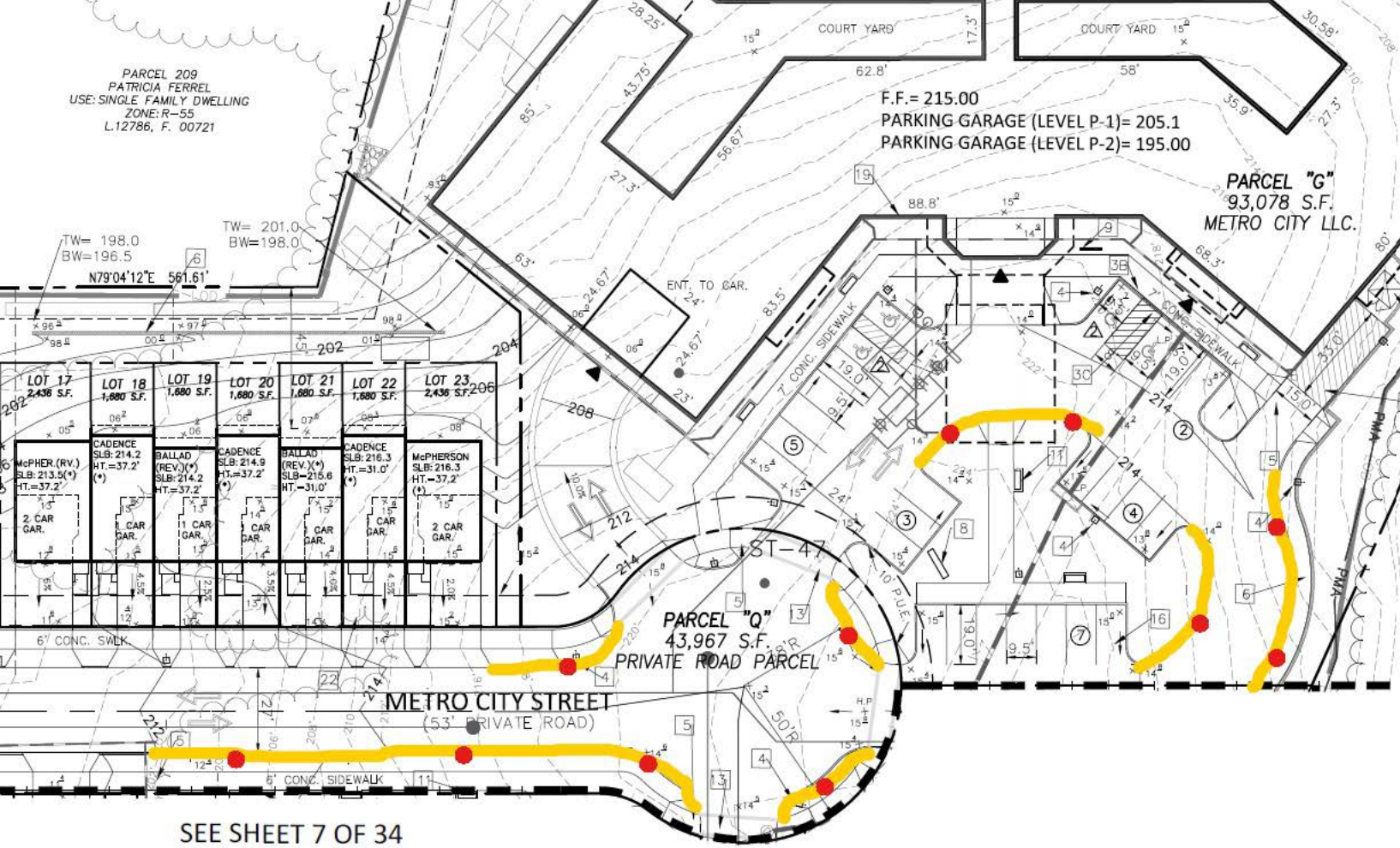
Paint: Fire Lanes shall be painted with yellow DOT grade traffic paint meeting the Federal Specification TT-P-1952D, Type II requirements.

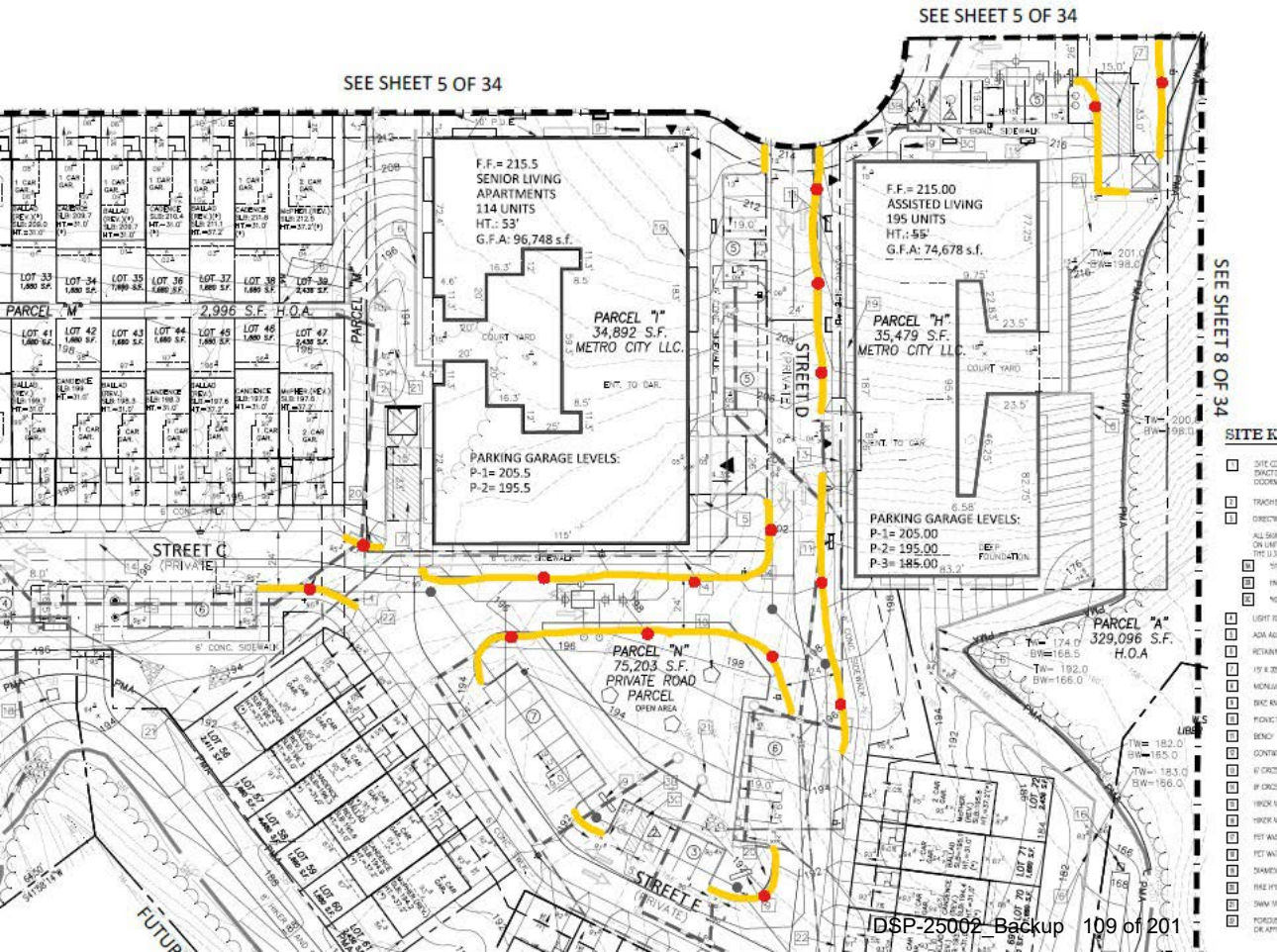
Curbs: Paint will be applied to the cap and face but not the pan of the curb. No Stenciling is required. No hatching or striping of the pavement is required.

NOTE: In certain settings, typically residential developments, the applicant may, with the approval of the inspector, paint only the top of the curb. This accommodation should allay owner or community concerns regarding the aesthetic impact of these markings in the community. This approach will also diminish scuffing and tire marks on the face of the curb. (See photo below)

Signage: Signage with the language specified in County Subtitle 11-277 shall be provided (see cut sheet below.) Signs must be mounted on appropriate posts or channel such that the bottom of the sign is 7' from the finished ground. Sufficient signs shall be provided so that every portion of the fire lane will be within 35' of a sign. Typically, signs will be placed at the curbline. The fire inspector can make case by case determinations for unique sign placement situations.


METRO CITY STREET
(PRIVATE ROAD)
PARCEL "Q"
43,967 S.F.
PRIVATE ROAD PARCEL
6' CONC. SIDEWALK
10' P.U.E.
2 CAR GAR.
McPHERSON ELEV. B SLB: 209.7 HT.=38.6'
McPHER.(REV.) ELEV. C SLB: 209.7 HT.=36.6'
McPHERSON ELEV. B SLB: 209.0 HT.=37.2'
McPHER.(REV.) ELEV. A SLB: 209.0 HT.=37.2'
McPHERSON ELEV. C SLB: 209.0 HT.=38.6'
McPHER.(REV.) ELEV. B SLB: 208.3 HT.=38.6'
McPHERSON ELEV. A SLB: 208.3 HT.=37.2'
McPHER.(REV.) ELEV. D SLB: 207.6 HT.=37.2'
LOT 24 2,412 S.F.
LOT 25 2,016 S.F.
LOT 26 2,016 S.F.
LOT 27 2,016 S.F.
LOT 28 2,016 S.F.
LOT 29 2,016 S.F.
LOT 30 2,016 S.F.
LOT 31 2,411 S.F.
6' ASPHALT WALKWAY
OPEN AREA
PARCEL "L"
30,357 S.F.
H.O.A.
STREET B
PRIVATE ROAD PARCEL
75,203 S.F.
PARCEL "N"
SEE SHEET 7 OF 34
LOT 48 2,436 S.F.
LOT 49 1,680 S.F.
LOT 50 1,680 S.F.
8' ASPHALT TRAIL
8' SIDEWALK
5' BIKE LANE
LEGEND:
EXISTING:
FIRE HYDRANT
WATER VALVE
WATER MANHOLE
STORM DRAIN MANHOLE
LIGHT POLE
POWER POLE
GAS VALVE
FENCE LINE
SIGN
TREE
TREE LINE
OHW OVER HEAD WIRES
2 INTER. 2' CONTOUR
10 INDEX 10' CONTOUR
SB STREAM BUSLABER
PMA PRIMARY MANAGEMENT AREA
WL WETLAND
FP100 FLOODPLAIN
WB WETLAND BUSLABER
STREAM
LOD
PROPERTY LINE
PUBLIC UTILITY EASEMENT.


PARCEL 209
PATRICIA FERREL
USE: SINGLE FAMILY DWELLING
ZONE: R-55
L.12786, F. 00721
F.F.= 215.00
PARKING GARAGE (LEVEL P-1)= 205.1
PARKING GARAGE (LEVEL P-2)= 195.00
PARCEL "G"
93,078 S.F.
METRO CITY LLC.
TW= 198.0
BW=196.5
TW= 201.0
BW=198.0
N79°04'12"E 561.61'
ENT. TO GAR.
COURT YARD
COURT YARD
LOT 17 2,436 S.F.
LOT 18 1,680 S.F.
LOT 19 1,680 S.F.
LOT 20 1,680 S.F.
LOT 21 1,680 S.F.
LOT 22 1,680 S.F.
LOT 23 2,436 S.F.
McPHER.(RV.) SLB: 213.5(*) HT.=37.2'
CADENCE SLB: 214.2 HT.=37.2' (*)
BALLAD (REV.)(*) SLB: 214.2 HT.=37.2'
CADENCE SLB: 214.9 HT.=37.2' (*)
BALLAD (REV.)(*) SLB=215.6 HT.=31.0'
CADENCE SLB: 216.3 HT.=31.0' (*)
McPHERSON SLB: 216.3 HT.=37.2' (*)
2 CAR GAR.
1 CAR GAR.
6' CONC. SWLK.
7' CONC. SIDEWALK
ST-47
PARCEL "Q"
43,967 S.F.
PRIVATE ROAD PARCEL
10' P.U.E.
METRO CITY STREET
(53' PRIVATE ROAD)
5' CONC. SIDEWALK
SEE SHEET 7 OF 34


SEE SHEET 5 OF 34
SEE SHEET 5 OF 34
SEE SHEET 8 OF 34
F.F.= 215.5
SENIOR LIVING
APARTMENTS
114 UNITS
HT.: 53'
G.F.A: 96,748 s.f.
PARCEL "I"
34,892 S.F.
METRO CITY LLC.
PARKING GARAGE LEVELS:
P-1= 205.5
P-2= 195.5
F.F.= 215.00
ASSISTED LIVING
195 UNITS
HT.: 55'
G.F.A: 74,678 s.f.
PARCEL "H"
35,479 S.F.
METRO CITY LLC.
PARKING GARAGE LEVELS:
P-1= 205.00
P-2= 195.00
P-3= 185.00
PARCEL "M"
2,996 S.F. H.O.A.
PARCEL "N"
75,203 S.F.
PRIVATE ROAD
PARCEL
OPEN AREA
PARCEL "A"
329,096 S.F.
H.O.A
STREET C
(PRIVATE)
STREET D
(PRIVATE)
STREET E
(PRIVATE)
SITE K

From: Reilly, James V
To: Massoud Towhidi; Sun, Meng; agidevco@verizon.net
Cc: Garland, Hyojung; Milton Perez
Subject: RE: SDRC: DSP-25002_METRO CITY_Response to Fire/EMS comments
Date: Monday, April 27, 2026 3:22:09 PM
Attachments: image018.png
image019.png
image020.png
image021.png
image022.png
image023.png
image024.png
image025.png
image026.png
image027.png
image028.png
image029.png
image030.png
image031.png
CIRCULATIONS EXHIBIT G.pdf
2026_0427__FTIRE_EMS_Point by Point Letter_.pdf

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

Thank you, Mr. Towhidi!

Meng,

The provided exhibit and response satisfy my comments. Many 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
9400 Peppercorn Place, Fifth Floor, Largo, MD 20774
Office: 301-583-1830
Direct: 301-583-1838
Cell: 240-508-4931
Fax: 301-583-1945
Email: jvreilly@co.pg.md.us

To pay for a fire inspection by credit card go to:
https://www.velocitypayment.com/client/princegeorges/fire/index.html

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From: Massoud Towhidi <Massoud@cddi.net>
Sent: Monday, April 27, 2026 1:53 PM
To: Sun, Meng <Meng.Sun@ppd.mncppc.org>; agidevco@verizon.net
Cc: Reilly, James V <JVReilly@co.pg.md.us>; Garland, Hyojung <hyojung.garland@ppd.mncppc.org>; Milton Perez <perez@cddi.net>
Subject: RE: SDRC: DSP-25002_METRO CITY_Response to Fire/EMS comments

Aisha N. Braveboy
County Executive

PRINCE GEORGE'S COUNTY
HEALTH
DEPARTMENT

Date: April 1, 2026

To: Tesheng Huang, Urban Design, M-NCPPC

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

Re: DSP-25002, 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 special exception request submission for Metro City located at 1010 Rolling Ave., Capitol 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.

2. The applicant must obtain a license through the Maryland Office of Health Care Quality for the proposed Assisted Living Program and adhere to all regulations set under the license. Please review the Maryland Department of Health's Code of Maryland Regulations 10.07.14 for Assisted Living Programs.

3. 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.

4. 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.

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

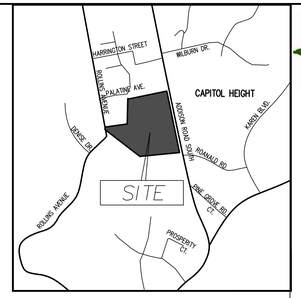
Headquarters Building
1701 McCormick Drive, Suite 200, Largo, MD 20774
Office 301-883-7834, *Fax* 301-883-7896, *TTY/STS* Dial 711
www.princegeorgescountymd.gov/health

Headquarters Building
1701 McCormick Drive, Suite 200, Largo, MD 20774
Office 301-883-7834, *Fax* 301-883-7896, *TTY/STS* Dial 711
www.princegeorgescountymd.gov/health

DETAILED SITE PLAN FOR
METRO CITY
PHASE 1 - COVER SHEET

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

METRO CITY IS A PRIORITY ONE PROJECT



VICINITY MAP
SCALE: 1"= 2000'

METRO CITY SITE NOTES

1. PROJECT NAME: "METRO CITY"
2. TOTAL GROSS, NET ACREAGE, AND OWNERSHIP:

PARCELS :

PARCEL A: HOME OWNER ASSOCIATION -	AREA:	329,096 S.F.
PARCEL F: HOME OWNER ASSOCIATION -	AREA:	18,687 S.F.
PARCEL G: METRO CITY LLC. -	AREA:	93,078 S .F
PARCEL H: METRO CITY LLC. -	AREA:	35,479 S. F.
PARCEL I: METRO CITY LLC. -	AREA:	34,892 S. F.
PARCEL K: M-NCPPC.-	AREA:	259,041 S.F.
PARCEL L: HOME OWNER ASSOCIATION -	AREA:	30,410 S.F.
PARCEL M: HOME OWNER ASSOCIATION -	AREA:	2,996 S.F.
PARCEL N: HOME OWNER ASSOCIATION -	AREA:	75,203 S.F
PARCEL Q: HOME OWNER ASSOCIATION -	AREA:	44,020 S.F.
LOTS 1 THROUGH 72 : METRO CITY LLC. -	AREA:	141,898 S.F.
RIGHT OF WAY DEDICATION:		16,017 S.F.
GROSS TOTAL :		1,080,817 S.F
100 YEAR FLOOD PLAIN		307, 395 S.F
NET TRACK AREA:		773,422 S.F. OR 17.75 AC.

3. ZONING: MIXED USE TRANSPORTATION ORIENTED M-X-T
4. EXISTING USE: VACANT
   PROPOSED USE: DWELLINGS (TOWNHOUSES, SENIOR LIVING APARTMENTS, AND ASSISTED LIVING).
5. EXISTING NUMBER OF LOTS: 72 LOTS.
   EXISTING NUMBER OF PARCELS: 10 PARCELS
6. GROSS FLOOR AREA: 498,977 S.F.
7. 200 (WSSC) FOOT MAP REFERENCE: 202SE06
8. TAX MAP NUMBER AND GRID:ADC:073/C3
9. AVIATION POLICY AREA: N/A
10. WATER/SEWER EXISTING: S-3/W-3
11. WATER/SEWER EXISTING: S-3/W-3
12. STORM WATER MANAGEMENT APPROVAL: #48903-2016 APPROVAL DATE: 11/15/20
13. 10-FOOT PUBLIC UTILITY ALONG ALL RIGHT-OF-WAYS
14. SECTION 24-134 OF THE SUBDIVISION REGULATION WILL BE SATISFIED BY THE DEDICATION OF 5.95 ACRES OF PARKLAND TO M-NCPPC.
15. THERE ARE NOT CEMETERIES CONTIGUOUS TO THE PROPERTY.
16. THERE ARE NOT HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY.
17. THERE ARE WATER OF THE USA AND WETLANDS ON SITE.
18. THIS PROPERTY IS NOT WITH IN CHESAPEAKE BAY CRITICAL AREA OVERLAY.
19. SOURCE OF TOPOGRAPHY: CAPITOL DEVELOPMENT DESIGN INC.
20. APPLICANT/OWNER:
    METRO CITY LLC
    10701 LADY SLIPPER TERRACE
    ROCKVILLE, MD. 20852
    PHONE # 301-467-5536
    E-MAIL : AGIDEVCO@VERIZON.NET

21. THERE ARE STEEP SLOPES N THE PROPERTY.
22. PARKING REQUIREMENTS FOR PARCELS A, G, H, AND I:

REQUIRED: 487 SPACES PER ZONING ORDINANCE.

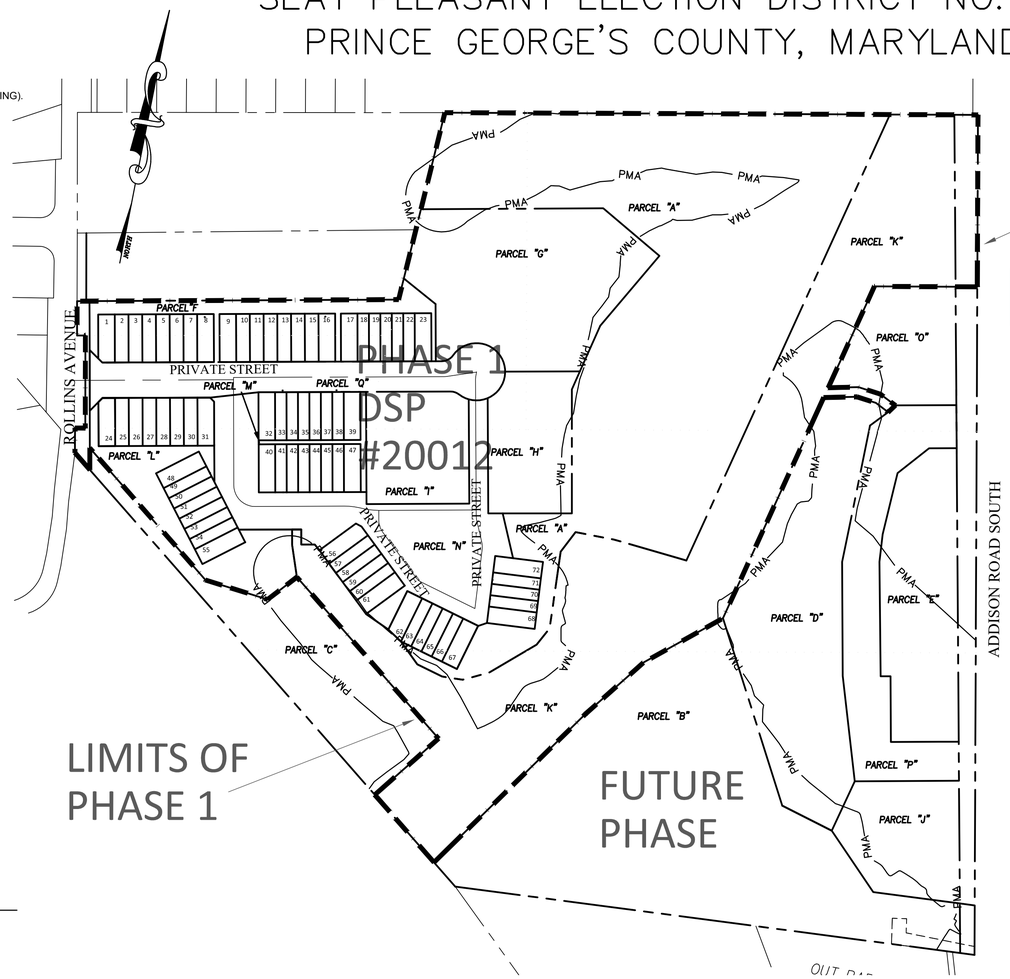
PROVIDED: ON STREET PARKING SPACES FOR TOWNHOUSE UNITS:

PARKING SPACES (9.5' X 19'):	33 SPACES
HANDICAP SPACES (13' X 19'):	2 SPACES
VAN ACCESSIBLE HANDICAP SPACES (16 X 19'):	1 SPACES
COMPACT PARKING SPACES (8' X 16.5')	4 SPACES
ON STREET PARKING SPACES FOR SENIOR LIVING:	
PARCEL G	
PARKING SPACES (9.5' X 19'):	26 SPACES
HANDICAP SPACES (13' X 19'):	4 SPACES
VAN ACCESSIBLE HANDICAP SPACES (16 X 19'):	2 SPACES
PARCEL I	
PARKING SPACES (9.5' X 19'):	10 SPACES
2 SPACES AT EACH 2 CAR GARAGE DRIVEWAYS (9.5' X 19') (38-2 CAR GARAGE TOWNHOUSE UNITS)	76 SPACES
1 SPACE AT EACH 1 CAR GARAGE DRIVEWAYS (9.5' X 19') (34-1 CAR GARAGE TOWNHOUSE UNITS)	34 SPACES
PARKING STRUCTURE:	
PARCEL G	
PARKING SPACES (9.5' X 19')	133 SPACES
HANDICAP SPACES	8 SPACES
ELECTRIC CHARGING	4 SPACES
PARCEL H	
PARKING SPACES (9.5' X 19')	74 SPACES
HANDICAP SPACES	9 SPACES
ELECTRIC CHARGING	3 SPACES
PARCEL I	
PARKING SPACES (9.5' X 19')	103 SPACES
HANDICAP SPACES	6 SPACES
ELECTRIC CHARGING	3 SPACES
TOTAL PROVIDED:	535 SPACES

23. LOADING SPACE REQUIREMENTS:
    REQUIRED FOR 372 DWELLING UNITS:
    1 @ 100 TO 300 DWELLING UNITS + 1 EACH ADDITIONAL 200 D. UNITS = 2 SPACES
    PROPOSED (15' X 33') : 3 SPACES

* 8 INDOOR PARKING SPACES WERE ELIMINATED FROM THE APPROVED RESOLUTION'S PARKING COUNT DUE TO THE INCORPORATION OF BIKE RACKS AND ELECTRIC CHARGING PARKING STALLS.

24. HORIZONTAL DATUM IS THE MARYLAND PLANE COORDINATE SYSTEM (NAD83) AND THE VERTICAL DATUM IS THE NAVD 88.
25. FAR CALCULATIONS FOR PHASE 1 (PARCELS: A, F, G, H, I, K , L, M, N, Q AND LOTS 1 THROUGH 72)
    BUILDING ON PARCEL G FAR = 152,191 S.F./ 1,080,660 = 0.14 FAR
    BUILDING ON PARCEL I FAR = 96,748 S.F./ 1,080,660 = 0.09 FAR
    BUILDING ON PARCLE H FAR = 74,678 S.F./ 1,080,660 = 0.07 FAR
    TOWNHOUSE FAR = 175, 360 S.F. /1,080,660 = 0.16 FAR
    TOTAL FAR = 0.46 FAR
26. DURING THE CONSTRUCTION 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."
27. NO CONSTRUCTION NOISE SHOULD 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."
28. RECORD PLAT INFORMATION: PLAT BOOK ME 267, PLATS 55 THROUGH 62.
29. PRIOR APPROVALS ON RECORD:
    CONCEPTUAL SITE PLAN: CSP-16001
    PRELIMINARY PLAN: PPS-4-19044
    DETAILED SITE PLAN: DSP-20012
    TREE CONSERVATION PLAN TYPE 1: TCP1-004-2017
    TREE CONSEVATION PLAN TYPE 2: TCP2-027-2021



PLAN VIEW
1"=125'

GRAPHIC SCALE

125 0 62.5 125 250 500

(IN FEET)
1 inch = 125 ft.

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 19644, Expiration Date: 04/18/2027."

PARKING SCHEDULE FOR PARCELS G, H, AND I

	PARCELS	PARKING STRUCTURE 9.5' X 19'	PARKING STRUCTURE ADA 13' X 19'	PARKING STRUCTURE ADA VAN ACCESSIBLE 16' X 19'	PARKING STRUCTURE EV	PARKING STRUCTURE BIKE SPACES	ON STREET 9.5' X 19'	ONSTREET HANDICAP VAN ACCESSIBLE 16' X 19'	ON STREET BIKE SPACES
SENIOR LIVING	G	133	4	4	4	10	26	6	8
SENIOR LIVING	H	74	3	6	3	8			8
ASSSITED LIVING	I	103	4	2	3	7	10		8
	TOTAL	310	11	12	10	25	36	6	24

SHEET INDEX

SHEET 1 OF 34 COVER SHEET
SHEET 2 OF 34 KEY SHEET
SHEET 3 OF 34 APPROVAL SHEET
SHEET 4 OF 34 SITE PLAN
SHEET 5 OF 34 SITE PLAN
SHEET 6 OF 34 SITE PLAN
SHEET 7 OF 34 SITE PLAN
SHEET 8 OF 34 SITE PLAN
SHEET 9 OF 34 SITE PLAN
SHEET 10 OF 34 PARCEL AND LOT LAYOUT PLAN
SHEET 11 OF 34 PARCEL AND LOT LAYOUT PLAN
SHEET 12 OF 36 PARCEL AND LOT LAYOUT PLAN
SHEET 13 OF 34 PARCEL AND LOT LAYOUT PLAN
SHEET 14 OF 34 PARCEL AND LOT LAYOUT PLAN
SHEET 15 OF 34 PARCEL AND LOT LAYOUT PLAN
SHEET 16 OF 34 ARCHITECTURAL ELEVATIONS
SHEET 17 OF 36 ARCHITECTURAL ELEVATIONS
SHEET 18 OF 34 ARCHITECTURAL ELEVATIONS
SHEET 19 OF 34 ARCHITECTURAL ELEVATIONS
SHEET 20 OF 34 ARCHITECTURAL ELEVATIONS
SHEET 21 OF 34 ARCHITECTURAL ELEVATIONS
SHEET 22 OF 34 ARCHITECTURAL ELEVATIONS
SHEET 23 OF 34 ARCHITECTURAL ELEVATIONS
SHEET 24 OF 34 UNDERGROUND PARKING
SHEET 25 OF 34 UNDERGROUND PARKING
SHEET 26 OF 34 UNDERGROUND PARKING
SHEET 27 OF 34 TOWNHOUSE ELEVATIONS
SHEET 28 OF 34 TOWNHOUSE FLOOR PLANS
SHEET 29 OF 34 PHOTOMETRIC PLAN
SHEET 30 OF 34 DETAIL SHEET
SHEET 31 OF 34 DETAIL SHEET
SHEET 32 OF 34 DETAIL SHEET
SHEET 33 OF 34 DETAIL SHEET
SHEET 34 OF 34 DETAIL SHEET

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

UTILITY CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING AND/OR PROPOSED UNDERGROUND UTILITY INFORMATION SHOWN HEREON HAS BEEN CORRECTLY DUPLICATED FROM UTILITY COMPANY RECORDS, FURTHER THAT THIS PROJECT HAS BEEN CAREFULLY COORDINATED WITH EACH INVOLVED UTILITY COMPANY, AND ALL AVAILABLE UNDERGROUND UTILITY INFORMATION RELATIVE TO THIS PLAN HAS BEEN SOLICITED FROM THEM.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

03/04/2026
DATE

I HEREBY CERTIFY THAT THE GRADING SHOWN ON THIS PLAN CONFORMS WITH SUBTITLE 32, DIVISION TWO OF THE PRINCE GEORGE'S COUNTY CODE AND THAT I HAVE INSPECTED THIS SITE AND THAT ALL DRAINAGE ON TO THIS SITE FROM OTHER UPGRADE PROPERTIES, AND FROM THIS SITE ONTO OTHER DOWNGRADE PROPERTIES HAS BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

03/03/2026
DATE

STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

THIS BLOCK FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

COVER SHEET
DSP-25002

REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 1 OF 34

1 - Created by: Matthew Snyder on 4/7/26 2:17 PM

Title: Intake Comments, Department Review, DSD - Project Manager

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 WSSCs 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 WSSCs Permit Services Section at (301) 206-8650 or visit our website at MASTER - HPA Checklist for ePlan.xlsx (wsscwater.com) for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSCs Permit Services Section at (301) 206-4003.

---

2 - Created by: Matthew Snyder on 4/7/26 2:18 PM

Title: General, Department Review, DSD - Project Manager

1. A proposed site development project was previously submitted to WSSC (DA7299Z22) and is a conceptually approved project. See the attached Letter of Findings for existing WSSC project number DA7299Z22. Contact Mahbub Pramanik at (301) 206-8513 or mahbub.pramanik@wsscwater.com for information.

2. Submit an Excavation Support System (ESS) Plan 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.

3. Any grading change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC right-of-way requires advance approval by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street right-of-way requires WSSC approval directly on the original GEP prior to approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation or abandonment of existing WSSC facilities) is done at the sole expense of the applicant/builder/developer. Contact WSSC Relocations Section at (301) 206-8672 for review procedures and fee requirements.
4. See WSSC 2017 Pipeline Design Manual, Part Three, Section 5 and Section 11. WSSC facilities/structures cannot be located with a public utility easement (PUE) however WSSC pipelines may cross over a PUE. Revise the plan to relocate any pipeline, valve, fire hydrant, meter vault and any other WSSC facilities/structures outside of the PUE.

---

3 - Created by: Matthew Snyder on 4/7/26 2:18 PM
Title: Water, Department Review, DSD - Project Manager
1. For the Part 1 development, an 10-inch water main extension is required within Rollins Avenue to service this portion of the property. See the approved HPA sketch DA7299A20.
2. Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
3. Show and label easement limits on plan for all existing and proposed water mains.
4. Add the proposed pipeline alignments with water house connections to the plan.
5. Revise the plan to realign any water pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.
6. Align water service connections to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance.
7. Provide proper protection of water supply where water main is below or parallel to sewer main, building drain, sewer house connection or septic field and when pipe crosses other utilities.
8. Water 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.
9. 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 2024 Plumbing and Fuel Gas Code 109.2.1.8
10. The minimum new water service connection for Group R-3 occupancies shall be 1.5 inches.
See WSSC 2024 WSSC Plumbing and Fuel Gas Code 109.1.1.1
11. 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 condominium and co-operative properties mixed-use properties located in Prince Georges County, each residential unit must be metered separately. See 2024 Plumbing and Fuel Gas Code 109.5.8.1

12. 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 an indoor meter may be allowed under certain conditions. See WSSC 2024 Plumbing and Fuel Gas Code 109.5.8.1.3 and 604.3.1

13. This project will be served by two water pressure zones. Design plans that encompass both zones should indicate the zone boundary shown on the approved sketch.

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4 - Created by: Matthew Snyder on 4/7/26 2:18 PM

Title: Sewer, Department Review, DSD - Project Manager

1. Existing sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.

2. Add the proposed pipeline alignments with sewer house connections to the plan.

3. Align any sewer pipeline that conflicts with large storm drains, culverts, deep side ditches, etc. Maintain the required horizontal clearances from other utilities, retaining walls, sediment traps, street lights, paving, etc. See WSSC 2017 Pipeline Design Manual.

4. Align sewer service connections to avoid environmental, storm water management facilities, ESD Devices, other utilities, landscaping, tree boxes and structures or paving impacts for future maintenance. See WSSC 2017 Pipeline Design Manual Part Three, Section 3; Pipeline Crossings and Clearances.

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

6. The sewer main alignment should be revised to avoid deep and/or shallow sewer.

7. For sewer pipelines 12-inch and smaller in diameter, provide a minimum separation from a building or dwelling the greater of the following: 15 feet horizontal separation or a distance on a 1:1 slope from the bottom of the foundation of the existing or proposed building or dwelling to the bottom edge of the pipeline trench

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5 - Created by: Matthew Snyder on 4/7/26 2:19 PM

Title: Easements, Department Review, DSD - Project Manager

1. WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., except for 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.

2. Private Street and Alley Easement Requirements. Service mains proposed for this project are located in roadways that are or may be private. Private water and sewer mains are preferred in private streets and alleys. If the applicant desires public water and sewer mains in these private streets and alleys, then the following criteria must be met:

-- All separation requirements in the WSSC 2017 Pipeline Design Manual (PDM) must be met.

-- A 10-foot Public Utility Easements (PUE) shall be provided on both sides of the private street -and/or alley or space within the private street will be provided to

assure PDM separations are met and limiting utility crossings of the WSSC water and sewer lines.
-- Blanket easements for other utilities (gas, electric, telephone, CATV, fiber optic, etc.) within the private street and/or alley parcel will not be allowed. The HOA documents shall not provide for a blanket easement across and under a private street and/or alley parcel.
-- Dry utilities are to be in the PUE or as described above. No dry utilities are to be placed within the WSSC easement for public water and sewer except to cross perpendicular to the public water and sewer mains.
-- The storm drain system located in a private street and/or alley containing public water and sewer mains shall also be public and maintained by the County.
3. The minimum horizontal clearance from a building to the outside diameter of a WSSC pipeline is 15 feet. The minimum spacing between adjacent buildings with both water and sewer lines between them must be 40 feet. In some cases where connections, fire hydrants, or deep water/sewer lines are involved, additional easement width is required.
4. Balconies or other building appurtenances must not encroach within WSSC easements. Water/Sewer pipeline alignment should maintain a minimum 5-foot horizontal clearance from storm-drain pipeline/structures and other utilities. Review of plan submitted does not meet these requirements.

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6 - Created by: Matthew Snyder on 4/7/26 2:19 PM
Title: Environmental, Department Review, DSD - Project Manager
1. Environmental Impacts. The proposed outfall sewer impacts wetlands, 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
2. Proposed pipeline needs to be realigned to avoid or minimize environmental concerns such as: tree save areas, forested areas, rural/rustic roads, blasting areas, utilities, water quality, champion trees, historic or burial properties, landfills or other soil contaminated areas.
3. Wetlands permit will be required for any construction within nontidal wetland areas. See WSSC 2017 Pipeline Design Manual Part Three, Section 23.
4. Pipeline stream crossing. Follow general guidelines for stream crossing cases presented in WSSC 2017 Pipeline Design Manual Part Three, Section 9.

COMMISSIONERS
Regina Y. Speed-Bost, Chair
T. Eloise Foster, Vice Chair
Fausto R. Bayonet
Howard A. Denis
Lynnette D. Espy-Williams
Mark J. Smith

GENERAL MANAGER
Kishia L. Powell

July 26, 2023

Metro City, LLC
c/o Mr. Neal Bobys
10701 Lady Slipper Terrace
Rockville, MD 20852

Re: Letter of Findings, WSSC Project No. DA7299Z22, Metro City Subdivision

Dear Mr. Bobys:

A hydraulic planning analysis has been completed on the Metro City Subdivision project. The project has been conceptually approved. Please refer to the enclosed sketch along with the summary table and list of conditions included in this letter, which provide the results of our analysis.

HYDRAULIC SUMMARY TABLE	
Proposed Development: 72 Townhouses, 294 Apartments, 248 Senior Living Units, 353 Assisted Living Beds, 15,000 Medical Clinic, 280 Condo Units, 110,000 SF Retail	
200-ft Sheet: 202SE06	
SEWER	**WATER**
WWTP Service Area: Blue Plains	Hydraulic Zone Group: Prince George's High
Mini-Basin Number: 03-050	Pressure Zone: 450A / 355B
	High Grade: 465 / 365 feet
	Low Grade: 392 / 337 feet

14501 Sweitzer Lane
Laurel, MD 20707
www.wsscwater.com

Main 301.206.WSSC (9772)
Toll Free 800.828.6439

Emergency 301.206.4002
TTY 301.206.8345

The following is a list of conditions that apply to this project and must be met before a Systems Extension Permit (SEP) will be issued.

MANDATORY REFERRAL PROCESS

This project may be subject to the Maryland-National Capital Park and Planning Commission's Mandatory Referral Program, depending on its planned water / sewer infrastructures and associated appurtenances. It is the Applicant's responsibility to contact the appropriate County's Department of Park and Planning for specific guidance and their standards for Mandatory Referral Review. During Phase 2 Design Review, WSSC must be notified, if the project is subject to the Mandatory Referral Process.

SUBMIT SHEETING AND SHORING PLAN

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 must be submitted 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.

SANITARY SEWER CONDITIONS

SEWER AVAILABLE

An existing sanitary sewer is available to provide service to this project. Sanitary sewer service may be obtained by constructing service connections without a public extension.

REQUIRED SANITARY SEWER MAIN SIZES

All sewers shall be 8-inch diameter gravity sewer.

EXTRA-DEPTH SEWER

Due to the topography there may be extra-deep sewer ranging from 10 to 15 feet. See the latest WSSC Pipeline Design Manual, Section C-2.2, for easement width requirements for deep sewers. Any pipe deeper than 20 feet (trench bottom) will require a special design that takes into consideration future maintenance of the deep sewer.

ENVIRONMENTAL IMPACTS

The proposed sewer main outfall will impact wetlands, stream buffers, 100-year flood plain, steep slopes, and possibly large trees. The alignment may need adjustment during the design stage.

WATER MAIN EXTENSION CONDITIONS

WATER AVAILABLE

For the Part 1 development a water main extension is needed along Rollins Avenue to service this portion of the property. For the Part 2 development coordination is needed during the design phase to determine whether the division valve needed to separate between the 355B and the 450A pressure zones will be provided under DA3724A03 or this project. The project that goes first will be responsible for installing this valve. Installation of a new division valve and opening of the existing division valve in Addison Road is required, as shown on the approved sketch, before a connection is made to the existing eight-inch water main.

REQUIRED WATER MAIN SIZES

The diameters of the proposed mains, **10 and 8 inches**, are shown on the attached sketch.

ISOLATION VALVES

Provide sufficient numbers of isolation valves on new mains to provide redundancy. Isolation valves are required on existing public mains when a proposed main connects to an existing public main. See the sketch for preliminary locations of isolation valves. Numbers and exact location of valves will be determined during the Design phase.

SHOW ZONE BOUNDARY ON DESIGN PLANS

This project will be served by two water pressure zones. Design plans that encompass both zones should indicate the zone boundary shown on the approved sketch.

EXCESSIVE WATER PRESSURE

Pressure reducing valve/regulator may be required. Static pressure may exceed 80 psi below an elevation of 280 feet.

OUTSIDE METERS

Any residential water service over 300 feet in length will require an outside meter. For commercial water service connections, built to serve a standard or minor site utility (on-site) system over 80 feet in length, WSSC would prefer an outside meter in a vault, however an indoor meter may be allowed under certain conditions.

USE OF MASTER METERS FOR RESIDENTIAL UNITS IN PRINCE GEORGE'S COUNTY

Pursuant to HB218, which was enacted June 1, 2018, condominium or cooperative ownership property projects located in Prince George's County may not be served by a master meter for billing purposes. Each unit shall be provided with a separate billing meter. Any SU, MSU, SEP or Plumbing Plan that has not be submitted prior to this date is required to follow the new law, unless it is associated with a grandfathered HPA or SEP project. See the 2019 WSSC PLUMBING & FUEL GAS CODE for more information.

EASEMENT CONDITIONS

GENERAL

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 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.

PRIVATE STREET & ALLEY EASEMENT REQUIREMENTS

Service mains proposed for this project are located in roadways that are or may be private. Private water and sewer mains are preferred in private streets and alleys. If the applicant desires public water and sewer mains in these private streets and alleys, then the following criteria must be met:

- All separation requirements in the latest WSSC Pipeline Design Manual (PDM) must be met.
- A 10-foot Public Utility Easements (PUE) shall be provided on both sides of the private street and/or alley or space within the private street will be provided to assure PDM separations are met and limiting utility crossings of the WSSC water and sewer lines.
- Blanket easements for other utilities (gas, electric, telephone, CATV, fiber optic, etc.) within the private street and/or alley parcel will not be allowed. The HOA documents shall not provide for a blanket easement across and under a private street and/or alley parcel.
- Dry utilities are to be located in the PUE or as described above. No dry utilities are to be placed within the WSSC easement for public water and sewer except to cross perpendicular to the public water and sewer mains.
- The storm drain system located in a private street and/or alley containing public water and sewer mains shall also be public and maintained by the County.

COORDINATION WITH OTHER BURIED UTILITIES

Refer to the latest WSSC Pipeline Design Manual Pages G-1 and G-2 for utility coordination requirements. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC easement unless specifically approved by WSSC. Longitudinal occupancy

of WSSC easements (by other utilities) is not permitted. Proposed utility crossings of WSSC pipelines or easements that do not adhere to WSSC's pipeline crossing and clearance standards will be rejected at the design plan review phase. Refer to the latest WSSC Pipeline Design Manual Part Three, Section 3. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including impacts to proposed street and building layouts.

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 easements. Upon completion of the site construction, any utilities that are found to be located within WSSC's easements (or in conflict with WSSC pipelines) must be removed and relocated at the applicant's expense.

IMPACTS DUE TO GRADING / PIPE LOADING CHANGES

Any grading, change in pipe loading (including but not limited to proposed fill or excavation), adjustment to manhole rims, fire hydrant relocations, placement of access roads or temporary haul roads, temporary sediment control devices, paving construction or construction related activity of any kind over an existing WSSC water or sewer main or within an existing WSSC easement requires **advance approval** by WSSC. Any proposed public street grade establishment plan (GEP) with an existing WSSC water or sewer main of any size located within the existing or proposed public street easement requires WSSC approval directly on the original GEP **prior to** approval of the GEP by the County Department of Public Works and Transportation. Any work (design, inspection, repair, adjustment, relocation, or abandonment) of existing WSSC facilities is done at the sole expense of the applicant / builder / developer. For Relocations work associated with a Systems Extension Project or a Site Utility Project, contact the Development Services Division. Please arrange for this review before plan submittal. See WSSC Design Manual C-11.

PROVIDE FREE EASEMENT TO WSSC

Easements across your property for water and sewer line placement must be provided at no cost to the WSSC. The Applicant shall execute and deliver on-property easements prior to plan approval in accordance with the Development Services Code, which shall constitute an irrevocable offer by the Applicant to convey all on-property easements to WSSC.

ADHERE TO MINIMUM EASEMENT WIDTHS

The minimum easement width for a normal (14 inches diameter or less) extension, either water or sewer, installed at normal depth is 20 feet. A minimum easement width of 30 feet is required when both normal-diameter water and gravity sewer lines are installed in the same easement at normal depth. Installation of deep or large water and / or sewer mains will require additional easement width. For minimum horizontal separation between a building and a WSSC pipeline, refer to the requirements in the latest WSSC Pipeline Design Manual, Part Three, Section 3.c.2. Based on WSSC requirements, the minimum spacing between adjacent buildings with both water and sewer lines between them should be at least 40 feet and, in some cases, greater when connections, fire hydrants, or deep sewer or water lines are involved. Balconies and other building appurtenances are

not to be within the easement. Additionally, water and sewer pipeline alignment should maintain 5 feet horizontal clearance from storm drain pipeline / structures and other utilities.

CONNECTION AND SITE UTILITY CONDITIONS

MINIMIZE CONNECTION LENGTHS

The length of all connections should be minimized.

SITE UTILITY PROCESS REQUIRED

The Site Utility process is usually required for water lines greater than 2 inches in diameter or sewer lines greater than 4 inches. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of Site Utility plans.

SHARED SERVICE CONNECTIONS SERVING MULTIPLE PROPERTY OWNERS.

A shared service connection may be allowed when multiple properties or buildings are under separate ownership but located on a common tract of land. The arrangement must be recorded in a Shared Site Utility System Agreement and approved by a WSSC Code Official. The following conditions are required for approval by WSSC:

- Recordation of the necessary covenants and easements for maintenance of the shared site utility system.
- An accessible outside water meter for each water service connection. All WSSC water meters serving the shared site utility system shall be billed to a single account.
- Design to facilitate the sharing of water service connection(s) ***and*** sewer service connection(s); where only the minimum number of services needed shall be allowed.
- Further division of water and sewer billing obligations shall be a private matter between the property owners, lessees, and tenants and may be accomplished through "private" metering.

MULTIPLE BUILDINGS AND COVENANT REQUIRMENT

In general, where multiple properties or buildings under single ownership are served by water and sewer services connections as allowed or required, a multiple building covenant shall be submitted for the Commission's approval. The covenant shall require the property owner to notify the Commission prior to any subdivision or sale of any or all of the properties covered by the multiple building covenant. Such action may require the property owner to obtain separate water and sewer connections or a Shared Site Utility System Agreement.

ENVIRONMENTAL CONDITIONS

The applicant must resolve all environmental issues directly with the Environmental reviewer. All outstanding environmental issues must be resolved prior to the Design Phase.

The next step in the process is Phase 2, Review for System Integrity. Contact Permit Services at 301-206-8650 or at www.wsscwater.com for more information on electronic submittal of System Integrity Review Packages. Should you wish to schedule a pre-design meeting or have any questions or concerns, please contact me at (301) 206-7081 or Jessica.Wright@wsscwater.com.

This Letter of Findings will expire if no "actions" are taken by the applicant over the 3-year period following the date of this letter. For definition of "actions", see the latest Development Services Code, Section 405.1.1.

Sincerely,

Jessica Wright

Jessica Wright
Project Manager
Development Services Division

Enclosure: Sketch

cc: Jason Kim - CDDI
Mr. Tom Gingrich - Development Design Section Manager
Ms. Shirley Branch - Department of Permitting, Inspections & Enforcement (DPIE)

PHASE 1
72 TH
248 SENIOR LIVING UNITS
196 ASSISTED LIVING BEDS

PUBLIC SEWER WITHIN THE PART 1 DEVELOPMENT SHALL BE 8-INCHES

PHASE 2
280 CONDOS
294 RENTAL APARTMENTS
157 ASSISTED LIVING BEDS
15,000 SF MEDICAL CLINIC
110,000 SF RETAILS

EX.MINI BASIN BOUNDARY 14
EX.MINI BASIN BOUNDARY 18
EX.MINI BASIN BOUNDARY 18
EX.MINI BASIN BOUNDARY 14

MODUPEOLA WAY
ROSEMARY LANE
PRIVATE ROAD PARCEL
METRO CITY STREET
STREET A
STREET B
STREET C
STREET D
STREET E
STREET F
ADDISON ROAD SOUTH
TOWNE TERRACE

SENIOR LIVING
134 UNITS
F.F.= 215.00
PARKING GARAGE (LEVEL P-1) = 205.1
PARKING GARAGE (LEVEL P-2) = 195.00

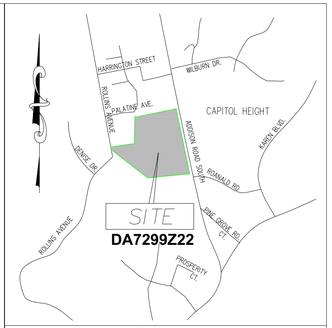
SENIOR LIVING APARTMENTS 114 UNITS
ASSISTED LIVING 196 BEDS
280 CONDOMINIUMS
294 RENTAL APARTMENTS
MEDICAL CLINIC 15,000 S.F. 157 ASSISTED LIVING BEDS
REC. AREA

8" WATER MAIN
10" WATER MAIN
10" WATER MAIN EXTENSION
EX. 12" DI W (CONTRACT (1976-2575A)

DIVISION VALVE (KEEP CLOSED)

355B ZONE
450A ZONE

NAD 83/91
NGVD 1929



VICINITY MAP
SCALE 1"= 2000'
P.G. ___ Co. ___ PAGE 18 GRID K-5

LEGEND

- APPLICANT'S PROPERTY
- MNCPPC, MARYLAND PARK SERVICE, NATIONAL PARK SERVICE, AND BOARD OF EDUCATION PROPERTY ,
- ADJACENT PROPERTIES
- EXISTING WATER MAINS (CONTRACT # & SIZE)
- EXISTING SEWER MAINS (CONTRACT# & SIZE)
- PROPOSED WATER MAINS
- PROPOSED SEWER MAINS
- PS FM — PROPOSED LOW PRESSURE SEWER/ FORCE MAIN
- PROPOSED ON-SITE WATER & SITE UTILITY CONNECTIONS
- PROPOSED ON-SITE SEWER & SITE UTILITY CONNECTIONS
- EXISTING BUILDINGS
- PROPOSED BUILDINGS
- STREET NAME — ROAD NAMES
- EXISTING PAVING
- ESMT — EXISTING / PROPOSED EASEMENTS
- PROPOSED 10' CONTOURS
- PROPOSED 2' CONTOURS
- EXISTING 10' CONTOURS
- EXISTING 2' CONTOURS
- HP/ LP XXX.XX — PROPOSED HIGH/LOW POINT ELEVATIONS

APPROVED
Jessica Wright
July 26, 2023

PROPERTY TAX ID:
2054898, 2084325, AND 1998038

SERVICE CATEGORIES	
W - 3	S - 3
HYDRAULIC GRADES	
HHG	365 / 465
LHG	337 / 392
PRESSURE ZONE	450A / 355

DEVELOPMENT BY PARTS

PARTS (OUTLINE EACH PART IN A DIFFERENT COLOR)	# OF UNITS / SQ. FT.						
	MED. CLINIC	TH	APTS	CONDO	RETAIL	OTHER (SENIOR LIVING UNITS)	OTHER (ASSISTED LIVING BEDS)
PART 1		72				248	196
PART 2	15,000 SF		294	280	110,000 SF		157
TOTAL =	15,000 SF	72	294	280	110,000 SF	248	353

GRAPHIC SCALE
200' 100' 0' 200'
1" = 100'

BEAVERDAM DRAINAGE BASIN / MINI BASIN #03-050
SEAT PLEASANT ELECTION DISTRICT NO. 18

WASHINGTON SUBURBAN SANITARY COMMISSION

WSSCWATER DELIVERING THE ESSENTIAL

ENGINEER:
NAME: CDDI, INC.
ADDRESS: 4600 POWDER MILL ROAD, #200 BELTSVILLE,MD. 20705 (301)937-3501
CONTACT : JASON KIM
EMAIL: jkim@cddi.net

APPLICANT:
NAME: METRO CITY, LLC.
ADDRESS: 10701 LADY SLIPPER TER. ROCKVILLE MD. 20852
PHONE: NEAL BOBYS
EMAIL : nbobys@gmail.com

HYDRAULIC PLANNING ANALYSIS
PRIVATE STREETS
METRO CITY SUBDIVISION

CONTRACT DA7299Z22
200'S 202 SE 06 06/28/2023

TEMPLATE LAYOUT CURRENT as of: 05/14/2020

THE PRINCE GEORGE'S COUNTY GOVERNMENT

Office of the Clerk of the Council
(301) 952-3600

March 21, 2018

RE: CSP-16001 Metro City
Metro City, LLC, Applicant

NOTICE OF FINAL DECISION
OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on March 12, 2018.

CERTIFICATE OF SERVICE

This is to certify that on March 21, 2018, this notice and attached Council Order was mailed, postage prepaid, to all persons of record.

Redis C. Floyd
Clerk of the Council

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: _____
Dannielle M. Glaros, Chairman

ATTEST: _____
Redis C. Floyd
Clerk of the Council

PGCPB No. 2021-53 File No. 4-19044

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, 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.

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 sight 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								
	Use		AM Peak Hour			PM Peak Hour		
Land Use	**Quantity**	**Metric**	**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-By (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-bioretention 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-bioretention 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 exiting 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-bioretention 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

MEMO

OFFICE OF THE GENERAL COUNSEL
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

14741 Gov. Oden Bowie Dr., Suite 4120
Upper Marlboro, Maryland 20772
(301) 952-4501 * (301) 952-3444 fax

August 4, 2016

TO: Planning Department

FROM: Debra Borden, Acting Planning Director

VIA: Matthew Mills, Senior Counsel

SUBJECT: **Applicable Area Master and Sector Plans in Planning Subregions 4, 5 and 7**

From 2010-2014, the District Council approved a number of master and sector plans within Planning Subregions 4, 5, and 7 with overlapping boundaries. Each of these plans contains unique, and sometimes updated, recommendations for a particular location or area within Prince George's County. The relationships between new plans and older plans have not always been clearly articulated, resulting in confusion among staff, elected officials, property owners and the general public.

In the absence of a clearly defined relationship, either in the text of the plan or the District Council's resolution of approval, the most recently approved plan is the applicable area master plan for a particular location. Accordingly, the following master and sector plans are applicable in Subregions 4, 5, and 7.

Subregion 4 (Planning Areas 72, 75A, 75B)

Transit District Overlay Zones

1. Within the New Carrollton Transit District, the 2010 *Approved New Carrollton Transit District Development Plan* is the applicable master plan and contains the applicable overlay zone regulations.

2. Within the Capitol Heights Transit District, the 2008 *Approved Capitol Heights Transit District Development Plan* is the applicable master plan and contains the applicable overlay zone regulations.

Plans with Associated Development District Overlay Zones

3. Within the Marlboro Pike Sector, the 2009 *Approved Marlboro Pike Sector Plan* is the applicable master plan, and contains the applicable overlay zone regulations.

4. Within the Southern Green Line Station Area Sector, the 2014 *Approved Southern Green Line Station Area Sector Plan* is the applicable master plan. Within areas of this sector zoned Mixed Use Town Center (M-U-TC), the 2006 *Suitland Mixed Use Town Center Development Plan*, used in conjunction with the Tables of Uses within the 2014 *Approved Southern Green Line Station Area Sectional Map Amendment*, contains the applicable M-U-TC zone regulations. For all other areas of this sector, the 2014 *Approved Southern Green Line Station Area Sectional Map Amendment* contains the applicable overlay zone regulations.

5. Within the Morgan Boulevard and Largo Town Center Metro Areas Development District Overlay Zone, the 2010 *Approved Subregion 4 Master Plan* is the applicable master plan. The applicable overlay zone regulations are contained within the 2004 *Morgan Boulevard and Largo Town Center Metro Areas Sectional Map Amendment.*

6. Within the Addison Road Metro Town Center Development District Overlay Zone, the 2010 *Approved Subregion 4 Master Plan* is the applicable master plan. The applicable overlay zone regulations are contained within the 2000 *Approved Addison Road Metro Town Center and Vicinity Sectional Map Amendment.*

7. For all other Development District Overlay Zones within Subregion 4, the *Approved Subregion 4 Sectional Map Amendment* contains the applicable overlay zone regulations.

Plans with No Overlay Zones

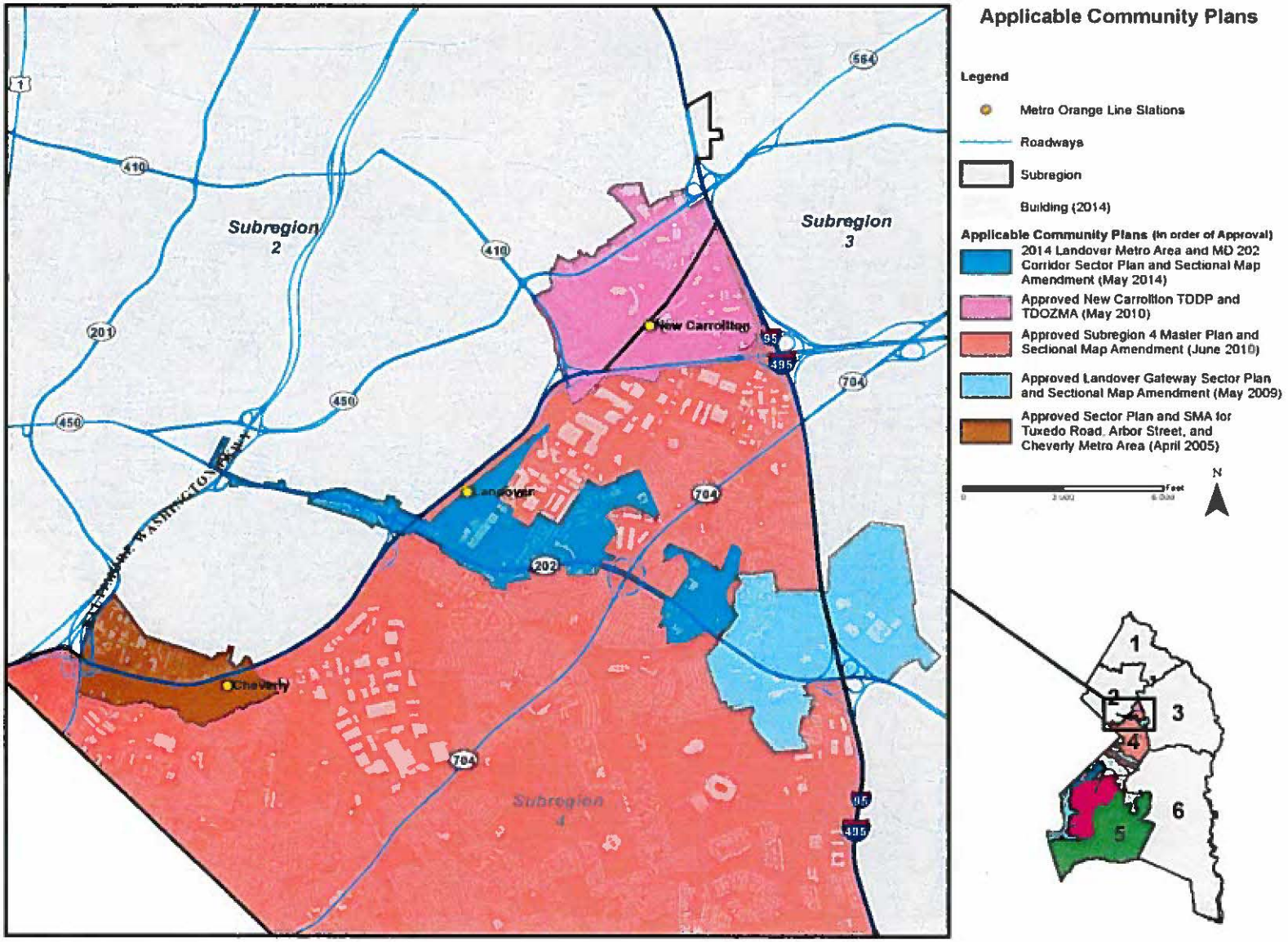
8. Within the Tuxedo Road-Arbor Street-Cheverly Sector, the 2005 *Approved Tuxedo Road/Arbor Street-Cheverly Sector Plan* is the applicable master plan.

9. Within the Landover Gateway Sector, the 2009 *Approved Landover Gateway Sector Plan* is the applicable master plan.

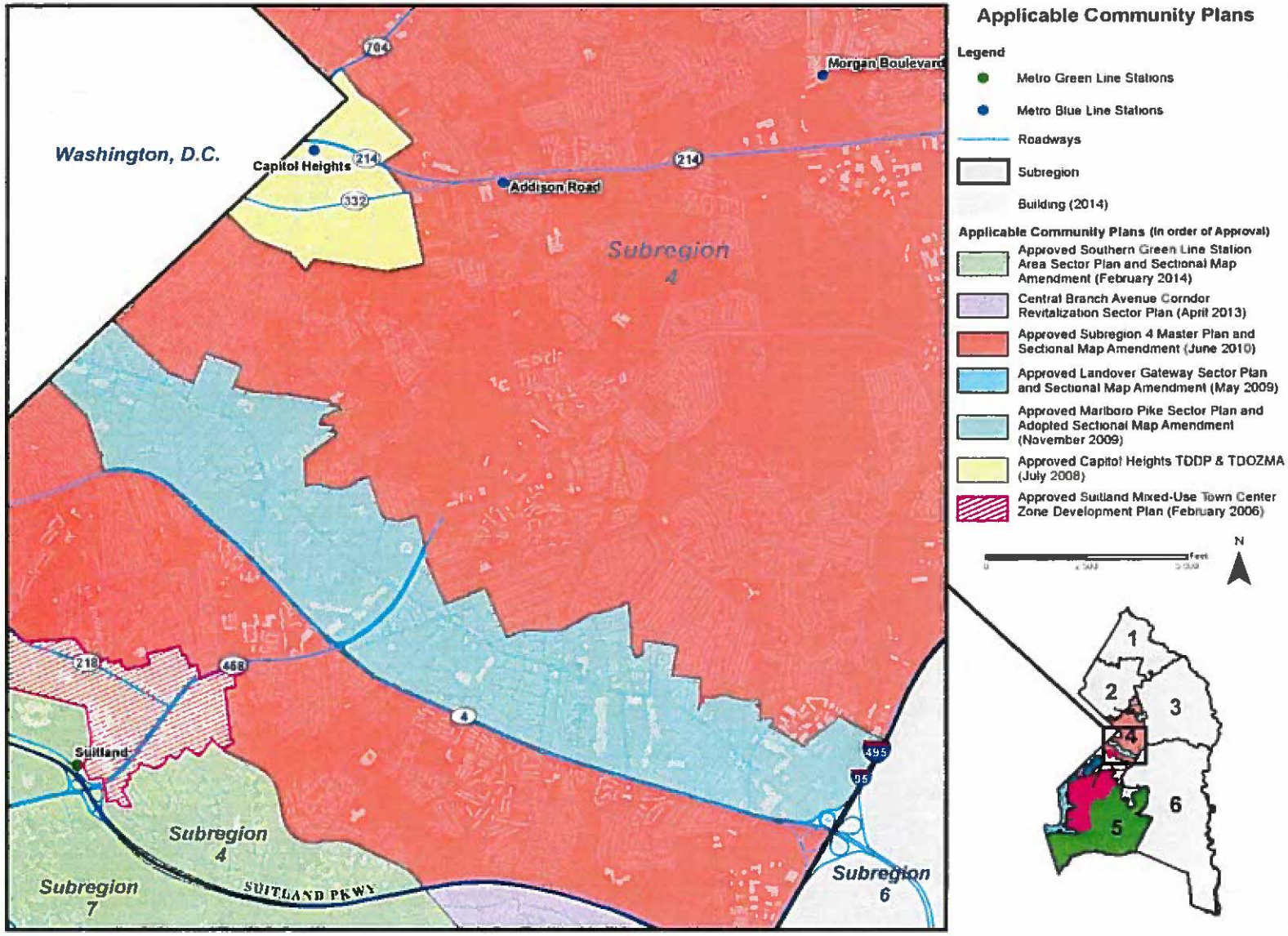
10. Within the Landover Metro Area and MD 202 Corridor Sector, the 2014 *Approved Landover Metro Area and MD 202 Corridor Sector Plan* is the applicable master plan.

For all other areas of Subregion 4, the 2010 *Approved Subregion 4 Master Plan* is the applicable master plan. See Maps 1 and 2 for a graphic depiction of the applicable plans in Subregion 5 and 7.

Map 1: Northern Subregion 4



Map 2: Southern Subregion 4



Subregion 5 (Planning Area 80)

The 2013 *Approved Central Branch Avenue Revitalization Sector Plan* is the applicable master plan for the portion of the Central Branch Avenue Revitalization Sector within Subregion 5. The remainder of Subregion 5 is subject to the 2013 *Approved Subregion 5 Master Plan*.

Subregion 7 (Planning Areas 76A, 76B)

The following plans are applicable to their subject jurisdiction based on the order of their approval; where plans overlap, the most recent plan is applicable:

2014 *Approved Southern Green Line Station Area Sector Plan*
2014 *Approved Eastover/Forest Heights/Glassmanor Sector Plan*
2013 *Approved Central Branch Avenue Revitalization Sector Plan*
2008 *Approved Branch Avenue Corridor Sector Plan*
2006 *Approved Master Plan for the Henson Creek-South Potomac Planning Area*
2000 *Approved Master Plan for The Heights and Vicinity*

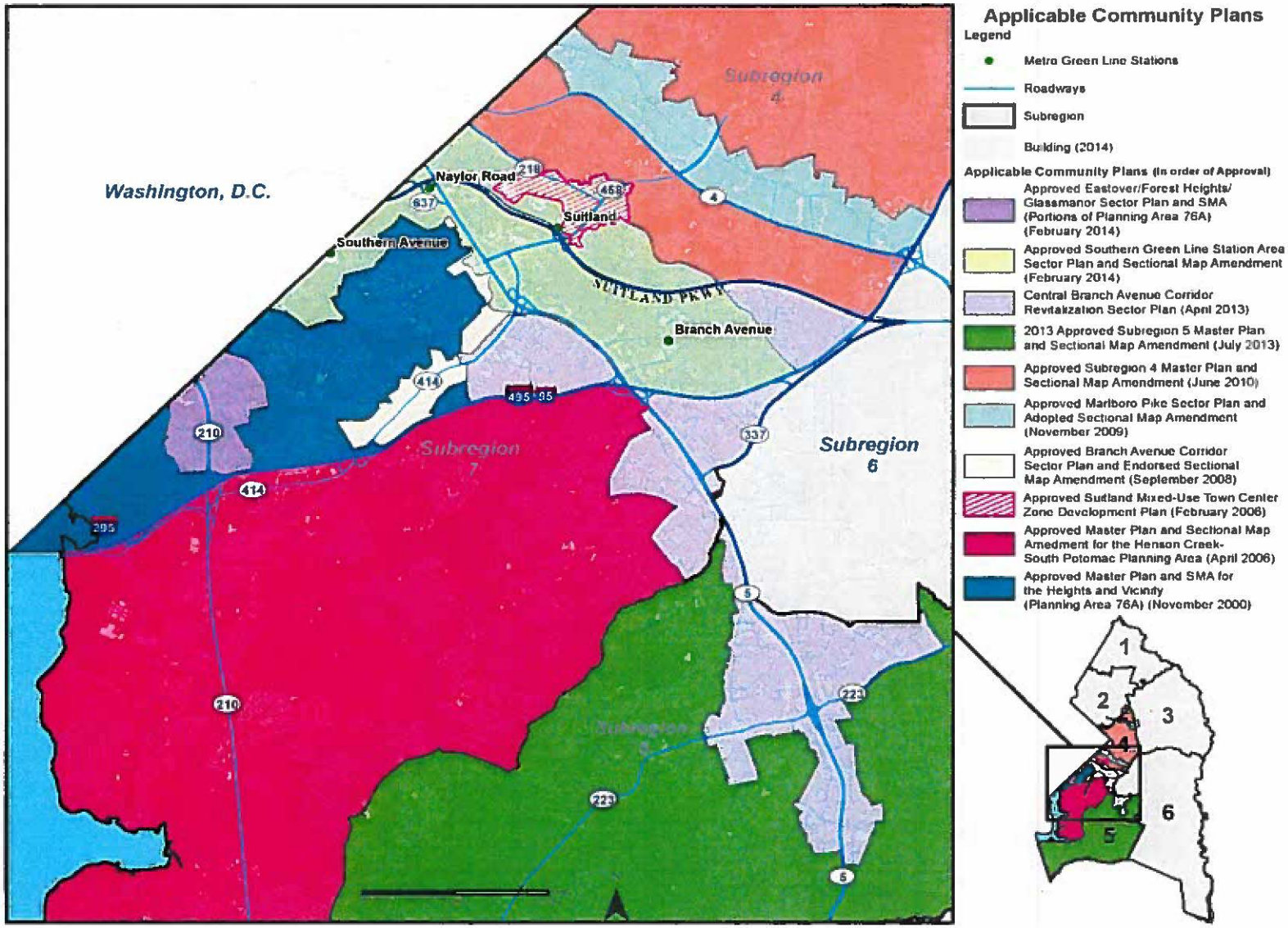
See Map 3 for a graphic depiction of the applicable plans in Subregion 5 and 7.

In areas subject to the Subregion 4 Master Plan, the master plan can be used to identify functional recommendations. For all other areas subject to this memo, users should consult both the applicable master plan and the appropriate functional master plan to determine applicable goals, policies, and strategies for a given location.

For specific questions concerning plan applicability, please contact the appropriate Area Planner in Community Planning:

Planning Area 72: John Wooden
Planning Areas 75A/B: Chidy Umeozulu
Planning Areas: 76A/B, 80: Melissa Lindsjo

Map 3: Subregions 5 and 7



DECLARATION OF PUBLIC USE EASEMENT

THIS DECLARATION OF PUBLIC USE EASEMENT (hereinafter "Easement") is made this 20TH day of FEB., 2024 by **METRO CITY LLC**, a Maryland limited liability company with its principal office located at 10701 Lady Slipper Terrace, Rockville, MD 20852, (hereinafter referred to as the **"Declarant"**), to the benefit of **THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**, a public body corporate of the State of Maryland (hereinafter referred to as **"M-NCPPC"**).

WITNESSETH:

WHEREAS, the Declarant is the fee simple owner of certain real property located within Prince George's County, Maryland, more particularly described in Exhibit A attached hereto and incorporated herein by this reference; being a portion of the same property described in a Deed recorded among the Land Records of Prince George's County, Maryland in Book 40689 at page 536 (hereinafter the "Property"); and

WHEREAS, Declarant proposes to develop the Property for residential purposes. Development of the Property is required to conform to a Preliminary Plan of Subdivision approved by the Prince George's County Planning Board referenced as 4-19044, and a Detailed Site Plan approved by the Planning Board, referenced as DSP-20012. As approved, the Detailed Site Plan provides for the construction of an eight (8) foot wide asphalt hiker/biker trail within a 12-foot easement by the Declarant; and

WHEREAS, Declarant is entering into this Easement with M-NCPPC for the public use of the privately maintained asphalt hiker/biker trail and will record this Easement in the Land Records prior to the recordation of a final plat of subdivision for the Property.

NOW, THEREFORE, in consideration of the foregoing recitals, each of which is incorporated herein, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and intending to be legally bound hereby, the Declarant hereby declares that the Property shall be held, sold, and conveyed subject to this Easement, which shall run with the land and be binding on the real property, and all parties having any right, title, or interest therein as well as their heirs, successors, and assigns, and further declares as follows:

PRINCE GEORGE'S COUNTY, MD
APPROVED BY: # AA
DATE: 3-5-24
$ N/A RECORDATION TAX PAID
$ TRANSFER TAX PAID

1. Declarant hereby establishes a twelve (12) foot wide perpetual Public Use Easement over, upon, across and through that portion of the Property described on Exhibit A's Schedules A, B, C and D all of which are attached hereto and made a part hereof (the "Public Use Easement"). Said Public Use Easement is established for the purpose of allowing pedestrian, and persons using motorized and non-motorized bicycles and scooters, use and access therein to all individuals, including, but not limited to, all owners, guests, tenants, and invitees of the Property, as well as the general public.

2. The Declarant, its successors and/or assigns, shall not take any action or do or fail to do anything which would, or would have the effect of, impeding, obstructing or preventing any other person or entity having rights under this Declaration from their full and complete use and enjoyment of the Public Use Easement herein established. Without limiting the

DECLARATION OF PUBLIC USE EASEMENT

THIS DECLARATION OF PUBLIC USE EASEMENT (hereinafter "Easement") is made this 20TH day of FEB., 2024 by **METRO CITY LLC**, a Maryland limited liability company with its principal office located at 10701 Lady Slipper Terrace, Rockville, MD 20852, (hereinafter referred to as the "**Declarant**"), to the benefit of **THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**, a public body corporate of the State of Maryland (hereinafter referred to as "**M-NCPPC**").

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WHEREAS, Declarant proposes to develop the Property for residential purposes. Development of the Property is required to conform to a Preliminary Plan of Subdivision approved by the Prince George's County Planning Board referenced as 4-19044, and a Detailed Site Plan approved by the Planning Board, referenced as DSP-20012. As approved, the Detailed Site Plan provides for the construction of an eight (8) foot wide asphalt hiker/biker trail within a 12-foot easement by the Declarant; and

WHEREAS, Declarant is entering into this Easement with M-NCPPC for the public use of the privately maintained asphalt hiker/biker trail and will record this Easement in the Land Records prior to the recordation of a final plat of subdivision for the Property.

NOW, THEREFORE, in consideration of the foregoing recitals, each of which is incorporated herein, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and intending to be legally bound hereby, the Declarant hereby declares that the Property shall be held, sold, and conveyed subject to this Easement, which shall run with the land and be binding on the real property, and all parties having any right, title, or interest therein as well as their heirs, successors, and assigns, and further declares as follows:

PRINCE GEORGE'S COUNTY, MD
APPROVED BY: # AA
DATE: 3-5-24
$ N/A RECORDATION TAX PAID
$ N/A TRANSFER TAX PAID

1. Declarant hereby establishes a twelve (12) foot wide perpetual Public Use Easement over, upon, across and through that portion of the Property described on Exhibit A's Schedules A, B, C and D all of which are attached hereto and made a part hereof (the "Public Use Easement"). Said Public Use Easement is established for the purpose of allowing pedestrian, and persons using motorized and non-motorized bicycles and scooters, use and access therein to all individuals, including, but not limited to, all owners, guests, tenants, and invitees of the Property, as well as the general public.

2. The Declarant, its successors and/or assigns, shall not take any action or do or fail to do anything which would, or would have the effect of, impeding, obstructing or preventing any other person or entity having rights under this Declaration from their full and complete use and enjoyment of the Public Use Easement herein established. Without limiting the

generality of the foregoing, free and full access to, from, and across the eight (8) foot wide asphalt trail within the Public Use Easement by pedestrians and persons using motorized and non-motorized bicycles and scooters shall not be blocked, obstructed, or impeded except as otherwise set forth herein.

3. Any other provision of this Easement to the contrary notwithstanding, the Declarant shall have the right to establish and enforce reasonable rules and regulations regarding conduct or use of the asphalt hiker/biker trail within the Public Use Easement to ensure the safety of said Public Use Easement.

4. The Declarant, its successors and/or assigns, shall bear the full and sole responsibility for all costs of installation, construction, reconstruction, maintenance, repair, operation and inspection associated with the asphalt hiker/biker trail within the Public Use Easement, as provided on the Detailed Site Plan, or any amendment thereto approved by the M-NCPPC. The asphalt hiker/biker trail within the Public Use Easement shall be maintained in a neat, clean, open and orderly fashion by the Declarant, its successors and/or assigns. Any other provision of this Easement to the contrary notwithstanding, the Declarant shall have the right to temporarily close portions of the asphalt hiker/biker trail within the Public Use Easement for maintenance or to maintain any buildings or improvements fronting on the asphalt trail within the Public Use Easement.

5. This Easement is established for the benefit of M-NCPPC, which shall have the right to bring action for any legal or equitable relief necessary to enforce any of the terms and provisions hereof to protect the right of public use of and access to the asphalt hiker/biker trail within the Public Use Easement and ensure proper maintenance thereof in accordance with the provisions set forth herein.

6. The Declarant, its successors and/or assigns, shall indemnify and save harmless M-NCPPC from all suits, actions and damages or costs of every kind and description, including reasonable attorney's fees, arising directly or indirectly out of any asphalt hiker/biker trail installed solely within the Public Use Easement caused by the negligent act or omission, intentional wrongful acts, intentional misconduct or failure to perform with respect to its obligations under this paragraph on the party of the Declarant, its agents, servants, employees and subcontractors.

7. Any other provision of this Easement to the contrary notwithstanding, the Declarant, its successors and/or assigns, shall not, by act or omission, take any of the following action without the prior written consent of M-NCPPC, which consent shall not be unreasonably withheld or delayed:

   a. Modify or alter the improvements within the Public Use Easement except as depicted on the Detailed Site Plan; or
   b. Abandon or terminate this Easement; or
   c. Modify or amend any material or substantive provision of this Easement.

8. This Declaration and the Public Use Easement established herein shall be construed according to the laws of the State of Maryland, without regard to its conflict of laws provisions, and shall be binding upon the Declarant, its successors and/or assigns, and all successive owners of the Property.

9. This Easement shall run with the land and be binding upon and inure to the benefit of the Declarant and its successors and assigns.

IN WITNESS WHEREOF, the Declarant has caused this instrument to be executed and sealed on the day and year above written.

WITNESS:

DECLARANT:

METRO CITY LLC,
a Maryland limited liability company

By: _____
Neal B. Bobys
Managing Member

STATE OF MARYLAND :
COUNTY OF PRINCE GEORGE'S:

I hereby certify that before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared Neal B. Bobys, Managing Member of Metro City LLC, a Maryland limited liability company, who acknowledged that he is authorized to execute the above Easement.

Witness my hand and official seal this 15 day of Dec, 2023

_____
Notary Public

Nhan C. Tran
Notary Public
Montgomery County, MD
My Commission Expires: March 08, 2026

My commission expires: _____

THIS IS TO CERTIFY, that the within instrument has been prepared under the supervision of the undersigned Maryland attorney-at-law duly admitted to practice before the Supreme Court of Maryland.

Greg S. Friedman, Esq.

This document shall be recorded among the Land Record of Prince George's County, Maryland.

Upon Recordation, please return to:

Department of Parks and Recreation
Park Planning and Development Division
Attn: Edward Holley
6600 Kenilworth Avenue, Suite 301
Riverdale, MD 20737

Exhibit A

Schedule A
Schedule B
Schedule C
Schedule D

SCHEDULE "A"

METES AND BOUNDS DESCRIPTION

OF THE

LAND TO BE CONVEYED

FROM

METRO CITY, LLC
LIBER 40689, F.536

TO

THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISION

BEING a parcel of land situate in Seat Pleasant Election District 18 of Prince George's County, Maryland, said Parcel being more particularly described as all of Parcel K, as the same is shown on Schedule "B", a plat of subdivision entitled "Plat Eight, Metro City, Parcel K" recorded in Plat Book ___ __ as Plat __ in the Land Records of said County and enlarge on two (2) plats as shown on Schedule "C" and Schedule "D", said parcel of land being more particularly described in the meridian of the Maryland State Plane Coordinate System (NAD83), containing 259,041square feet or 5.9468 acres of land.

I hereby certify that the above description was prepared in compliance with COMAR 09.13.06.12.

1/4/2024

Marwan F. Mustafa
Professional Land Surveyor
Maryland Registration 20007
License Expiration 9-25-2024

SCHEDULE "A"

METES AND BOUNDS DESCRIPTION

OF A

HIKER-BIKER EASEMENT

ACROSS THE PROPERTY OF

METRO CITY, LLC
LIBER 40509, F.237
LIBER 40689, F.536

TO THE

THE HOMEOWNERS ASSOCIATION

BEING a strips or parcels of land situate in Seat Pleasant Election District 18 of Prince George's County, Maryalnd, hereinafter described in, through, over and across the property in conveyances made to Metro City, LLC., by The Kushner Investment Partnership and Kallios Family Development, by deed dated September 29, 2017, recorded in Liber 40589, Folio 536 and by Roy Rodwell and Javer D. Rodwell by deed dated December 06, 2017 recorded in Liber 40506, Folio 237. All recordings herein referring to the Land Records of Prince George's County, Maryland, said strips or parcels of land also described in, through, over and across part of Parcel L as shown on a plat of subdivision entitled "Plat Two, Metro City, Lots 40 thru 61 and Parcel L" recorded in Plat Book ___ ___, Page __ among the aforesaid Land Records, said strips or parcels of land being more particularly described in the datum of said plat as follows;

Hiker-Biker Easement Part 1:

BEGINNING at a point on the westerly line of said Parcel L as described on said plat, 0.86 feet northerly of the corner common to the North 51° 52' 34" West, 305.80-foot division line and the North 10° 54' 38" West, 66.10-foot division line; thence running northerly along the said North 10° 54' 38" West, 66.10-foot division line,

1) North 10° 54' 38" West, 16.22 feet to a point; thence running across said Parcel L for thirteen (13) courses thus:
2) South 58° 38' 25" East, 19.81 feet to a point; thence,
3) South 82° 45' 42" East, 4.68 feet to a point; thence,
4) North 79° 58' 38" East, 21.68 feet to a point; thence,
5) South 46° 28' 42" East, 16.10 feet to a point; thence,
6) South 49° 26' 50" East, 70.24 feet to a point; thence,
7) South 51° 19' 30" East, 99.57 feet to a point; thence,
8) South 43° 00' 24" West, 12.03 feet to a point; thence,
9) North 51° 19' 30" West, 98.86 feet to a point; thence,
10) North 49° 26' 50" West, 71.24 feet to a point; thence,
11) North 44° 34' 19" West, 9.65 feet to a point; thence,

12) South 79° 58' 38" West, 17.81 feet to a point; thence,

13) North 82° 45' 42" West, 9.07 feet to a point; thence,

14) North 58° 38' 25" West, 11.47 feet to the place and point of **BEGINNING,**

containing an area of 2,699 square feet or 0.0620 of an acre of land.

Hiker-Biker Easement Part 2:

BEGINNING at a point on the easterly line of said Parcel L as described on said plat, 21.60 feet southerly of the corner common to the North 79° 13' 06" East, 93.00-foot division line and the South 10° 55' 48" West, 26.34-foot division line; thence running southerly along the said South 10° 55' 48" West, 26.34-foot division line,

1) South 10° 55' 48" East, 4.74 feet to a point; thence,

2) South 19° 04' 09" East, 7.56 feet to the beginning of a non-tangential curve; thence running across said Parcel L for twenty one (21) courses thus:

3) Said curve deflecting to the left having a radius of 18.94 feet, arc length of 15.58 feet and a chord which bears South 66° 06' 15" West for a distance of 15.15 feet to a point of intersection with a non-tangential line; thence,

4) South 39° 13' 27" West, 31.87 feet to the beginning of a non-tangential curve; thence,

5) Said curve deflecting to the left having a radius of 18.00 feet, arc length of 24.95 feet and a chord which bears South 03° 32' 21" East for a distance of 23.00 feet to the beginning of a non-tangential curve; thence,

6) Said curve deflecting to the right having a radius of 22.00 feet, arc length of 53.01 feet and a chord which bears South 25° 47' 07" West for a distance of 41.09 feet to a point of intersection with a non-tangential line; thence,

7) North 84° 23' 24" West, 41.23 feet to a point; thence,

8) North 80° 51' 38" West, 41.99 feet to the beginning of a non-tangential curve; thence,

9) Said curve deflecting to the right having a radius of 25.37 feet, arc length of 16.59 feet and a chord which bears North 67° 19' 21" West for a distance of 16.29 feet to a point of intersection with a non-tangential line; thence,

10) North 46° 53' 09" West, 15.31 feet to a point; thence,

11) North 37° 41' 23" West, 11.62 feet to a point; thence,

12) North 42° 39' 42" West, 58.65 feet to a point; thence,

13) North 43° 00' 24" East, 12.03 feet to a point; thence,

14) South 42° 39' 42" East, 60.08 feet to a point; thence,

15) South 37° 41' 23" East, 11.18 feet to a point; thence,

16) South 46° 53' 09" East, 14.14 feet to the beginning of a non-tangential curve; thence,

17) Said curve deflecting to the left having a radius of 13.37 feet, arc length of 9.05 feet and a chord which bears South 68° 37' 33" East for a distance of 8.88 feet to a point of intersection with a non-tangential line; thence,

18) South 80° 51' 38" East, 42.25 feet to a point; thence,

19) South 84° 23' 24" East, 40.76 feet to the beginning of a non-tangential curve; thence,

20) Said curve deflecting to the left having a radius of 10.00 feet, arc length of 24.03 feet and a chord which bears North 25° 35' 36" East for a distance of 18.65 feet to the beginning of a non-tangential curve; thence,

21) Said curve deflecting to the right having a radius of 30.00 feet, arc length of 41.94 feet and a chord which bears North 03° 11' 40" West for a distance of 38.61 feet to a point of intersection with a non-tangential line; thence,

22) North 39° 13' 27" East, 32.45 feet to the beginning of a non-tangential curve; thence,

23) Said curve deflecting to the right having a radius of 30.94 feet, arc length of 22.54 feet and a chord which bears North 62° 40' 49" East for a distance of 22.04 feet to the point **BEGINNING**,

containing an area of 3,653 square feet or 0.0838 of an acre of land.

Hiker-Biker Easement Part 3:

BEGINNING at a point, 2.00 feet westerly of the corner common to the North 10° 55' 48" West, 26.08-foot division line and the South 19° 13' 06" West, 109.00-foot division line; thence running westerly along the said South 19° 13' 06" West, 109.00-foot division line,

1) South 19° 13' 06" West, 12.00 feet to a point; thence running across said Parcel N for four (4) courses thus:

2) North 10° 46' 54" West, 27.77 feet to the beginning of a non-tangential curve; thence,

3) Said curve deflecting to the right having a radius of 3.00 feet, arc length of 2.84 feet and a chord which bears North 52° 00' 51" East for a distance of 2.74 feet to a point of intersection with a non-tangential line; thence,

4) North 79° 13' 06" East, 9.57 feet to a point; thence,

5) South 10° 46' 54" East, 29.02 feet to the point **BEGINNING**,

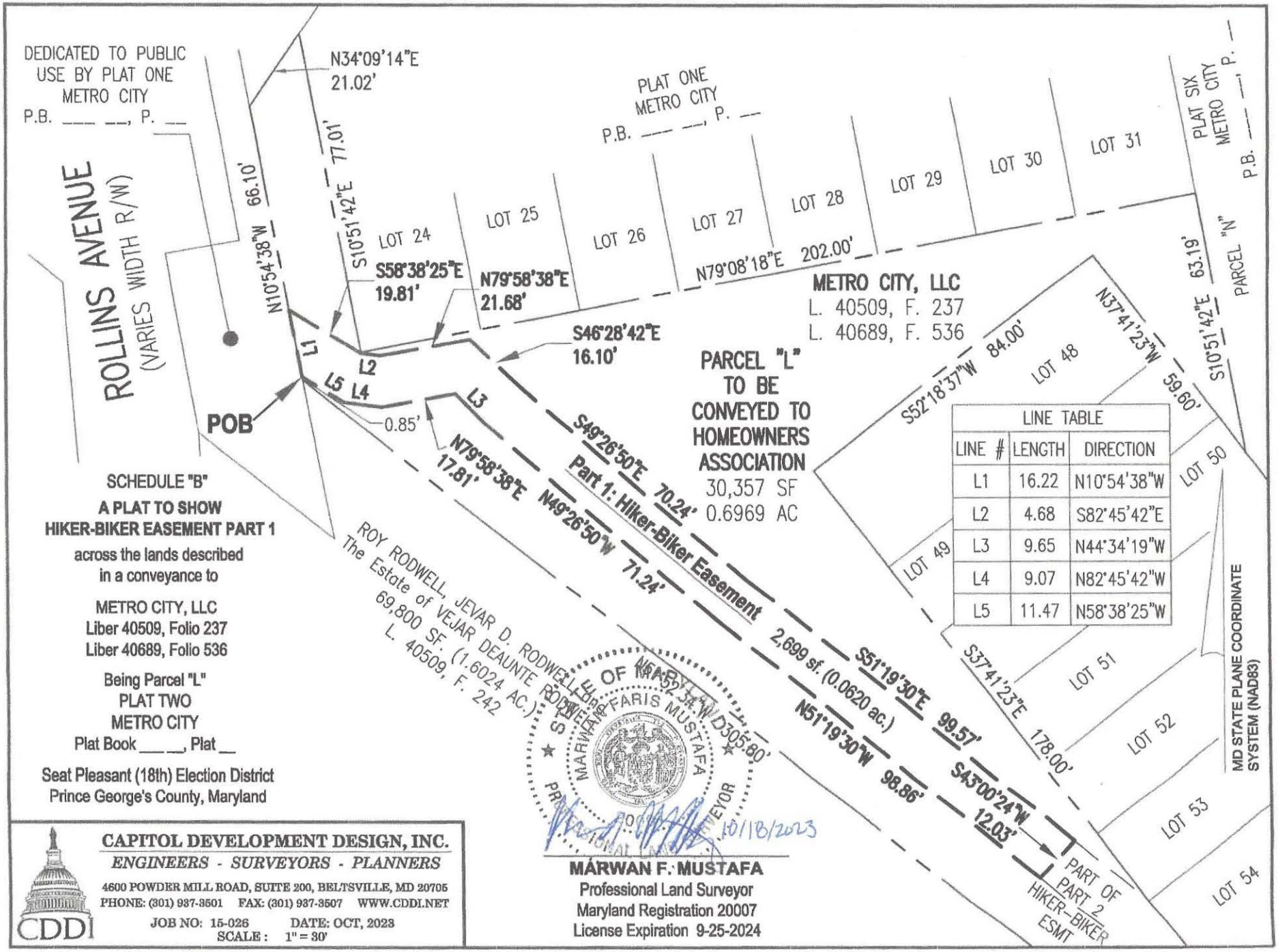
containing an area of 347 square feet or 0.0080 of an acre of land.

This description and accompanying sketch were prepared by me or under my responsible charge in compliance with requirements set forth in COMAR 09.13.06.12 and I am a duly licensed Professional Land Surveyor under the laws of the State of Maryland.

Capitol Development Design, Inc.

12/18/2023

Marwan F. Mustafa Date
Professional Land Surveyor
Maryland Registration 20007
License Expiration 9-25-2024



LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	16.22	N10°54'38"W
L2	4.68	S82°45'42"E
L3	9.65	N44°34'19"W
L4	9.07	N82°45'42"W
L5	11.47	N58°38'25"W

SCHEDULE "B"

A PLAT TO SHOW
HIKER-BIKER EASEMENT PART 1

across the lands described
in a conveyance to

METRO CITY, LLC
Liber 40509, Folio 237
Liber 40689, Folio 536

Being Parcel "L"
PLAT TWO
METRO CITY
Plat Book ___ __, Plat __

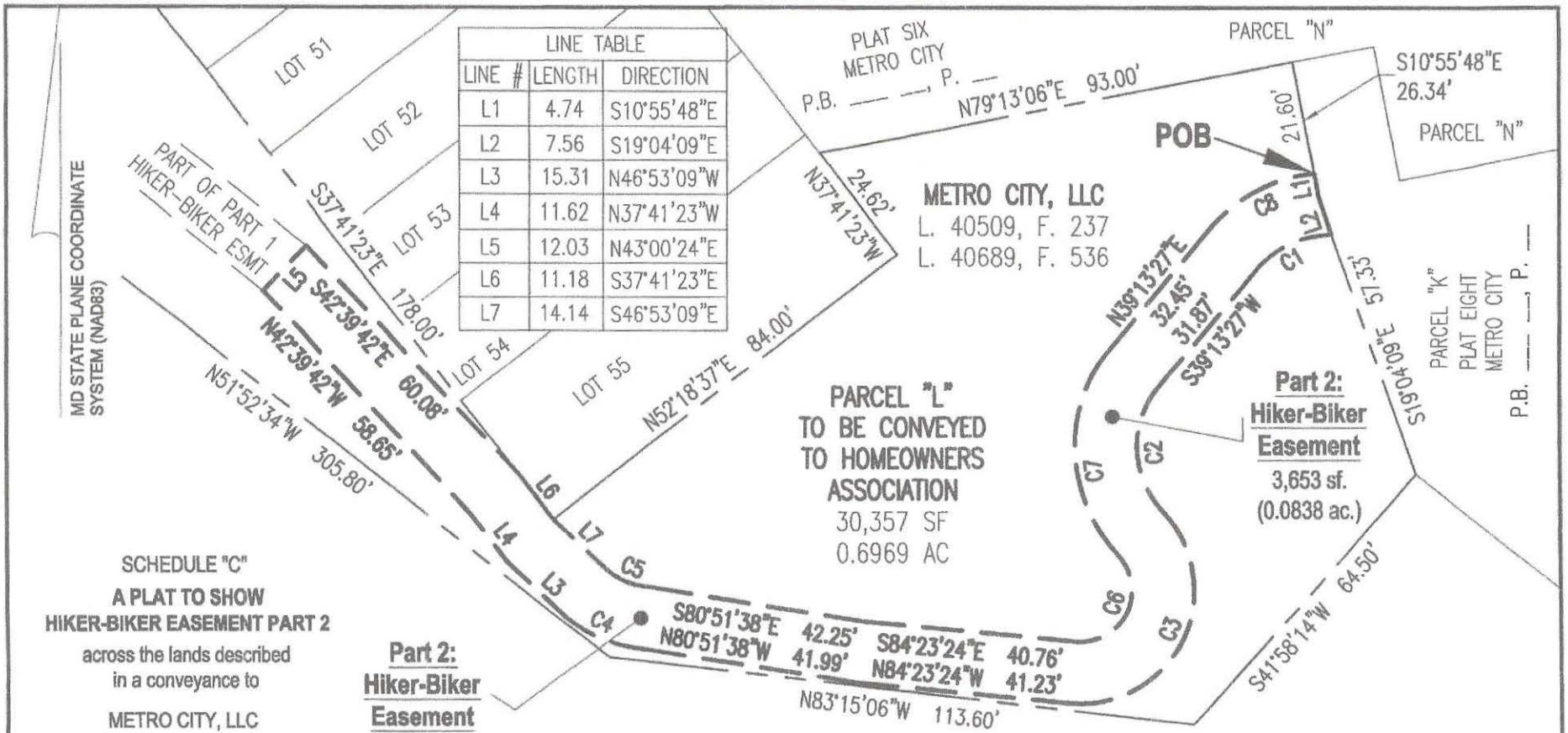
Seat Pleasant (18th) Election District
Prince George's County, Maryland

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - SURVEYORS - PLANNERS
4600 POWDER MILL ROAD, SUITE 200, BELTSVILLE, MD 20705
PHONE: (301) 937-3501 FAX: (301) 937-3507 WWW.CDDI.NET

JOB NO: 15-026 DATE: OCT, 2023
SCALE: 1" = 30'

MARWAN FARIS MUSTAFA — 10/18/2023

MARWAN F. MUSTAFA
Professional Land Surveyor
Maryland Registration 20007
License Expiration 9-25-2024



LINE TABLE		
LINE #	LENGTH	DIRECTION
L1	4.74	S10°55'48"E
L2	7.56	S19°04'09"E
L3	15.31	N46°53'09"W
L4	11.62	N37°41'23"W
L5	12.03	N43°00'24"E
L6	11.18	S37°41'23"E
L7	14.14	S46°53'09"E

SCHEDULE "C"

A PLAT TO SHOW
HIKER-BIKER EASEMENT PART 2

across the lands described
in a conveyance to

METRO CITY, LLC
Liber 40509, Folio 237
Liber 40689, Folio 536

Being Parcel "L"
PLAT TWO
METRO CITY
Plat Book ___ __, Plat __

Seat Pleasant (18th) Election District
Prince George's County, Maryland

Part 2:
Hiker-Biker
Easement
3,653 sf.
(0.0838 ac.)

ROY RODWELL, JEVAGO D. RODWELL and
The Estate of VENAR DEMUSTE RODWELL
69,800 SF / 1.6024 AC
L. 40509 F. 242

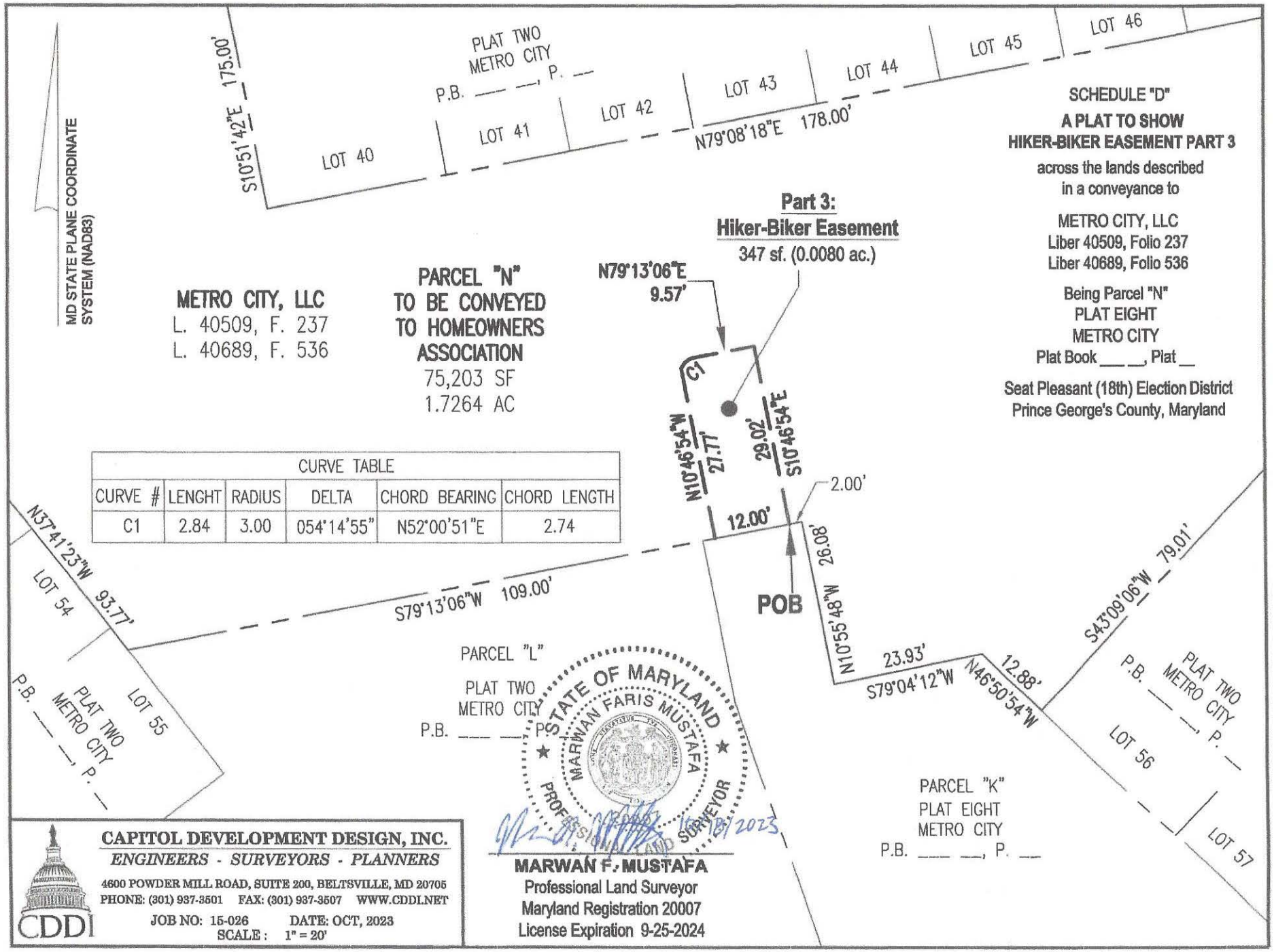
CURVE TABLE					
CURVE #	LENGHT	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	15.58	18.94	047°08'29"	S66°06'15"W	15.15
C2	24.95	18.00	079°24'46"	S03°32'21"E	23.00
C3	53.01	22.00	138°03'41"	S25°47'07"W	41.09
C4	16.59	25.37	037°27'13"	N67°19'21"W	16.29
C5	9.05	13.37	038°46'08"	S68°37'33"E	8.88
C6	24.03	10.00	137°40'40"	N25°35'36"E	18.65
C7	41.94	30.00	080°06'07"	N03°11'40"W	38.61
C8	22.54	30.94	041°44'01"	N62°40'49"E	22.04

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - SURVEYORS - PLANNERS
4600 POWDER MILL ROAD, SUITE 200, BELTSVILLE, MD 20705
PHONE: (301) 937-3501 FAX: (301) 937-3507 WWW.CDDI.NET

JOB NO: 15-026 DATE: OCTOBER, 2023
SCALE: 1" = 30'

STATE OF MARYLAND
MARWAN F. MUSTAFA
20007
PROFESSIONAL LAND SURVEYOR
9/18/2023

MARWAN F. MUSTAFA
Professional Land Surveyor
Maryland Registration 20007
License Expiration 9-25-2024



CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - SURVEYORS - PLANNERS
4600 POWDER MILL ROAD, SUITE 200, BELTSVILLE, MD 20705
PHONE: (301) 937-3501 FAX: (301) 937-3507 WWW.CDDI.NET
JOB NO: 15-026 DATE: OCT, 2023
SCALE : 1" = 20'

CURVE TABLE					
CURVE #	LENGHT	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	2.84	3.00	054°14'55"	N52°00'51"E	2.74

MARWAN F. MUSTAFA
Professional Land Surveyor
Maryland Registration 20007
License Expiration 9-25-2024

LR - Easement (No-Taxes) Recording Fee 75.00
Name: METRO CITY LLC
Ref:
LR - Easement (No-Taxes) Surcharge 40.00

SubTotal: 115.00

Total: 115.00
03/07/2024 10:39 CC16-JuD
#17944527 CC0703 - Prince George's County/CC07.03.13 - Register 13

Mahasin El Amin - Clerk
Prince George's County Circuit Court
14735 Main Street
Upper Marlboro, MD 20772

PUBLIC RECREATION FACILITIES AGREEMENT

Metro City
Preliminary Plan of Subdivision 4-19044
Detailed Site Plan DSP-20012

THIS PUBLIC RECREATION FACILITIES AGREEMENT ("**RFA**" or "**Agreement**") is made this 20TH day of FEB, 2024 by and between THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION, a public body corporate, hereinafter referred to as the "**Commission**"; and METRO CITY LLC, a Maryland limited liability company with its principal office located at 10701 Lady Slipper Terrace, Rockville, MD 20852, hereinafter referred to as the "**Developer**". The Commission and the Developer are collectively referred to in this Agreement as the "**parties.**"

WHEREAS, the Commission is a public body corporate, created by the State of Maryland and authorized by Division II of the Land Use Article of the Annotated Code of Maryland, to maintain and operate a park system within the Metropolitan District; and

WHEREAS, the Commission has delegated authority over the operation of parks and recreation in Prince George's County to the Prince George's County Planning Board ("**Planning Board**"); and

WHEREAS, the Planning Board is charged by Division II of the Land Use Article of the Annotated Code of Maryland with the authority to approve subdivision plats for recordation in the designated sections of the Maryland-Washington Regional District located in Prince George's County; and

WHEREAS, Section 24-135 of the Subdivision Regulations of the Prince George's County Code provides that, in conjunction with certain types of development, public recreation facilities which equal or exceed the requirements for mandatory dedication may be provided by a subdivision applicant to satisfy the mandatory dedication requirement of the Subdivision Regulations; and

WHEREAS, the Developer is the current developer of certain property known as "Metro City" that is located on Rollins Avenue, Capitol Heights, Maryland, Tax Map 73 in Grid C-3 and consists of approximately 37 +/- acres in the M-X-T (Mixed Use Transportation Oriented) Zone. Said property is the subject of Preliminary Plan of Subdivision ("**PPS**") 4-19044 approved by the Planning Board and adopted through the resolution of approval PGCPB Res. No. 2021-53 and Detailed Site Plan DSP-20012 approved by the Planning Board and adopted through the resolution of approval PGCPB Res. No. 2022-11. The property is part of the same land conveyed to Developer by deed recorded in the Land Records of Prince George's County, Maryland ("**Land Records**"), in Liber 40689, folio 536, comprising approximately 37+/- acres of land, being in the 18th Election District, Prince George's County, Maryland; and

WHEREAS, the Developer intends to develop Metro City as a mixed-use development project; and

WHEREAS, the Developer has proposed to provide public recreation facilities to satisfy the requirements of mandatory dedication; and

PUBLIC RECREATION FACILITIES AGREEMENT

Metro City
Preliminary Plan of Subdivision 4-19044
Detailed Site Plan DSP-20012

THIS PUBLIC RECREATION FACILITIES AGREEMENT ("RFA" or "Agreement") is made this 20TH day of FEB, 2024 by and between THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION, a public body corporate, hereinafter referred to as the "**Commission**"; and METRO CITY LLC, a Maryland limited liability company with its principal office located at 10701 Lady Slipper Terrace, Rockville, MD 20852, hereinafter referred to as the "**Developer**". The Commission and the Developer are collectively referred to in this Agreement as the "**parties.**"

WHEREAS, the Commission is a public body corporate, created by the State of Maryland and authorized by Division II of the Land Use Article of the Annotated Code of Maryland, to maintain and operate a park system within the Metropolitan District; and

WHEREAS, the Commission has delegated authority over the operation of parks and recreation in Prince George's County to the Prince George's County Planning Board ("**Planning Board**"); and

WHEREAS, the Planning Board is charged by Division II of the Land Use Article of the Annotated Code of Maryland with the authority to approve subdivision plats for recordation in the designated sections of the Maryland-Washington Regional District located in Prince George's County; and

WHEREAS, Section 24-135 of the Subdivision Regulations of the Prince George's County Code provides that, in conjunction with certain types of development, public recreation facilities which equal or exceed the requirements for mandatory dedication may be provided by a subdivision applicant to satisfy the mandatory dedication requirement of the Subdivision Regulations; and

WHEREAS, the Developer is the current developer of certain property known as "Metro City" that is located on Rollins Avenue, Capitol Heights, Maryland, Tax Map **73** in Grid **C-3** and consists of approximately 37 +/- acres in the M-X-T (Mixed Use Transportation Oriented) Zone. Said property is the subject of Preliminary Plan of Subdivision ("**PPS**") 4-19044 approved by the Planning Board and adopted through the resolution of approval PGCPB Res. No. 2021-53 and Detailed Site Plan DSP-20012 approved by the Planning Board and adopted through the resolution of approval PGCPB Res. No. 2022-11. The property is part of the same land conveyed to Developer by deed recorded in the Land Records of Prince George's County, Maryland ("**Land Records**"), in Liber 40689, folio 536, comprising approximately 37+/- acres of land, being in the 18th Election District, Prince George's County, Maryland; and

WHEREAS, the Developer intends to develop Metro City as a mixed-use development project; and

WHEREAS, the Developer has proposed to provide public recreation facilities to satisfy the requirements of mandatory dedication; and

WHEREAS, the Commission has accepted the Developer's proposal.

NOW, THEREFORE, in consideration of the acceptance by the Commission of the Developer's offer to provide public recreation facilities in lieu of mandatory dedication, the mutual promises and obligations contained in this Agreement, and for other good and valuable consideration which is acknowledged by the parties, the parties agree to the following provisions:

1. **Recreation Facilities.** The Developer will construct public recreation facilities on Parcel K being dedicated to the Commission in compliance with approved PPS 4-19044, with Exhibit A attached hereto, and with this Agreement.

A. The 8' asphalt hiker/biker trail (Cabin Branch Trail) on Parcel K, which will be constructed in accordance with approved PPS 4-19044, Exhibit A attached hereto, is to be constructed by the Developer, except for 300 linear feet that is to be constructed by the Commission in the future. Once constructed, the trail on Parcel K will be maintained by the Commission. Any portions of the trail that run beyond Parcel K will be maintained by the homeowners' association of the particular parcel upon which the trail crosses.

The location of said trail is generally reflected on attached Exhibit A, and may be adjusted subject to mutual approval by the parties.

B. Prior to the submission of grading permits for Parcel K, the Developer shall:

1. Submit detailed construction drawings for park facilities on Parcel K to the Prince George's County Department of Parks and Recreation ("DPR") for review and approval.

2. Submit landscaping plans for Parcel K in the vicinity of Lots 56-72 showing the plant materials, landscape specifications, and caliper of the trees to DPR for review and approval.

C. Prior to approval of the 50th building permit, the Developer 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*.

D. In accordance with the 2009 Master Plan of Transportation, the Developer and its successors and/or assignees shall construct the Cabin Branch Trail, as follows:

1. 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, prior to approval of the 50th building permit. This will include the trail connection up to the southwest property line and is shown on Exhibit A, the Hiker/Biker Trail Exhibit as Hiker/ Biker Trail Part 1.

2. The following facilities will be constructed on Parcel K:

Pet Waste Stations: 1
Hiker/Biker Terminus Sign: 1
Hiker/Biker Trail Signs: 1

3. The remaining eastern portion of the Cabin Branch Trail, including the stream crossing over Lower Beaverdam Creek, shall be constructed during Phase 2 of the development, and is shown on the Hiker/Biker Trail Exhibit as Hiker/Biker Trail Part 2.

2. Performance Bonds for Public Recreation Facilities.

(a) To guarantee the prompt and satisfactory construction of the public recreation facilities referred to in paragraph 1 and the complete performance under this Agreement, the Developer, its successors and assigns, will deliver to the Department of Parks and Recreation ("**DPR**"), prior to the issuance of a grading permit, a suitable financial guarantee as defined in 2(e) of this Agreement. The amount of the performance bond will be determined by the Commission's Office of General Counsel. The Developer will request in writing from the DPR a determination as to the amount of the required performance bond not less than two (2) weeks prior to issuance of a grading permit.

(b) The performance bond will run to the benefit of the Commission and not be conditional. It is agreed by the parties that if the Commission finds that the Developer has failed to satisfactorily construct or install the recreation facilities or perform as required by this Agreement, the Commission may choose, in its sole discretion, to construct the recreation facilities in accordance with the plans filed by the Developer by drawing on the performance bond. The Commission's decision as to the satisfaction of the construction or completion of the facilities will be binding on all parties. All recreation facilities will be constructed in accordance with the standards in the *Parks and Recreation Facilities Guidelines*, and the Americans with Disabilities Act.

(c) In the event that the performance bond is used by the Commission for the failure to satisfactorily complete construction of any recreation facilities, the Commission will not incur any liability for the construction or completion of the recreation facilities.

(d) After the completion of the construction and/or installation of all required recreational facilities, the Developer shall send written documentation requesting that the Commission conduct an inspection of the recreational facilities. If the recreational facilities are deemed satisfactory after an inspection by the Commission, the Developer or a qualified representative of the Developer shall complete a Recreational Facilities Certification form (which is included in Appendix D of the Commission's *Park and Recreation Facilities Guidelines*), certifying that the recreation facilities have been constructed in accordance with the approved plans, the current edition of the *Park and Recreation Facilities Guidelines*, and the Americans with Disabilities Act. After certification by the Commission, the performance bond or any remainder will be returned to the Developer.

(e) If the construction of the recreation facilities referred to in paragraph 1, above, is not completed within five (5) years from the date the performance bond was issued, the Commission reserves the right to re-evaluate the amount of the performance bond and to require that the Developer post an additional bond amount.

Definition: For purposes of this Agreement, suitable financial guarantee means a surety bond, letter of credit, escrow agreement, or other financial security as determined by the Commission's Office of the General Counsel.

(f) Permit to Access Commission Property. It is anticipated that the recreational facilities will be constructed on the property after said land has been conveyed to the Commission. This Agreement shall serve as the permit to access the property owned by the Commission and operated by DPR, subject to the following conditions:

1. The purpose of this permit shall be restricted to granting access for the Developer's personnel, agents and/or contractors to construct the recreational facilities as specified above within the limits of disturbance to parkland.

2. The granting of this permit shall not be construed to mean that parkland can be used by the Developer for purposes beyond the scope of this Agreement.

3. The Developer accepts any and all liability, including but not limited to mitigation responsibilities for any future problems, violations or citations arising from the stockpile and storage of equipment and materials within the limits of disturbance.

4. Without prejudice to any other rights the Commission may have, the Developer is responsible in accordance with applicable law for the acts and omissions of its employees and agents which cause injuries to persons or damages to parkland.

5. The Commission makes no warranty as to the condition of the parkland and the Developer and its employees and agents enter onto the parkland at its own risk.

6. The Developer shall provide a copy of this permit to all contractors entering the property and shall ensure a copy of this permit is on-site at all times during the construction process. Park Police may remove any party from the Commission property not in compliance with these terms.

7. The Developer shall take all reasonable measures and precautions to ensure the parkland is free of hazards and remains in a safe condition. Any damages to parkland outside of limits of disturbance including trails, roads, and grass surfaces shall be restored to the Commission's satisfaction within 30 days' notice from DPR.

8. The Developer agrees that there shall be no burning, burial or disposal of any waste or excess materials, of any kind, on the parkland or surrounding area.

9. The Developer shall obtain a Certificate of Insurance from its contractor naming the Commission as additional insured. This Certificate in the amount of $1,000,000 shall serve as additional insurance for this Agreement. Prior to commencement of any work on parkland, the Developer shall provide the Certificate of Insurance to the Commission.

(g) Pre-construction meeting. The Developer shall schedule a pre-construction meeting with appropriate Park Planning and Development Division staff 10 business days PRIOR to construction. At the pre-construction meeting, the Developer shall provide written evidence of approved permits. Please contact the Park Planning and Development Division by email at Edward.holley@pgparks.com to schedule a pre-construction meeting.

(h) Post-Construction Meeting. The Developer shall notify DPR by email at Edward.holley@pgparks.com no less than forty-eight (48) hours prior to the Developer's contractor leaving the site for the purposes of setting up a post-construction meeting. The Developer and its contractor and assignees shall leave the Commission's property in a condition that is satisfactory to DPR.

3. **Non-discrimination.** The Developer will not discriminate against any employee or applicant for employment due to age, sex, race, creed, color, national origin, or disability.

4. **Indemnification.** The Developer will indemnify, save harmless, and defend the Commission from and against all actions, liability, claims, suits, damages, cost or expense of any kind that may arise, or be alleged to have arisen, out of or in connection with the Developer's performance of, or failure to perform, any of the obligations under the terms of this Agreement.

5. **Binding Covenant.** The provisions of this Agreement will be a covenant which runs with the land and is binding on the Developer, its successors and assigns. In the event that the Developer assigns this RFA to more than one successor, the Commission reserves the right to require a new or amended RFA for each successor.

6. **Recordation.** This Agreement will be recorded in the Land Records of Prince George's County. All recording fees will be paid by the Developer. The original recorded RFA will be returned to the DPR. The failure of the Developer to record this Agreement will preclude the issuance of any building permits applied for in the above-named subdivision.

7. **Modification.** Any substantial modification to this Agreement, as determined by the Commission, will be permitted only upon the filing of a new preliminary plat or site plan by the Developer, approval by the Planning Board or its designee, and the recording of an Amended Public Recreation Facilities Agreement.

8. **Entire Agreement.** This instrument contains the entire Agreement between the parties and will not be modified except by written agreement signed by the parties.

9. **Severability.** The invalidity or illegality of any provision of this Agreement will not affect the remainder of this Agreement or any other provision.

10. **Applicable Law and Forum.** This Agreement will be interpreted and enforced in accordance with the laws of the State of Maryland.

11. **Waiver.** The failure of the Commission to enforce any part of this Agreement will not be deemed as a waiver thereof.

12. **Termination.** This Agreement will extend for twenty-five (25) years from the date of execution. All obligations of the Developer under this Agreement will become due one (1) year prior to the expiration of this Agreement.

13. **Recitals.** The Recitals are hereby incorporated in this Agreement.

IN WITNESS WHEREOF, the parties have caused this Agreement to be properly executed on the day and year first written above.

WITNESS:

DEVELOPER:

METRO CITY, LLC,
a Maryland limited liability company

By: _____
Name: Neal B. Bobys
Title: Managing Member

STATE OF MARYLAND :
COUNTY OF PRINCE GEORGE'S:

I hereby certify that before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared Neal B. Bobys, Managing Member of Metro City LLC, a Maryland limited liability company, who acknowledged that he is authorized to execute the above Agreement.

Witness my hand and official seal this 24 day of Jan, 20 24

_____
Notary Public

My commission expires: 03/08/2024

Nhan C. Tran
Notary Public
Montgomery County, MD
My Commission Expires: March 08, 2026

NHAN C. TRAN NOTARY PUBLIC MONTGOMERY CO., MD

ATTEST:

Gavin Cohen
Secretary-Treasurer

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

By: _____
William Spencer
Acting Executive Director

STATE OF MARYLAND :
COUNTY OF PRINCE GEORGE'S :

I hereby certify that before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared William Spencer, Acting Executive Director of Maryland-National Capital Park and Planning Commission, who acknowledged that she is authorized to execute the above Agreement for the reasons and purposes stated therein.

Witness my hand and official seal this 15th day of February, 2024.

Anastasia M Pearson
Notary Public

My commission expires: 11/15/27

ANASTASIA M PEARSON NOTARY PUBLIC MY COMMISSION EXPIRES NOVEMBER 15, 2027 ANNE ARUNDEL COUNTY, MD

Upon Recordation, please return to:

Department of Parks and Recreation
Park Planning and Development Division
Attn: Edward Holley
6600 Kenilworth Avenue, Suite 301
Riverdale, MD 20737

APPROVED AS TO LEGAL SUFFICIENCY

Kristen D. Maneval
Kristen Maneval (Feb 5, 2024 10:50 EST)

M-NCPPC LEGAL DEPARTMENT

Date: 05-Feb-2024

Exhibit A

CABIN BRANCH
HIKER / BIKER TRAIL
EXHIBIT
METRO CITY
PHASE 1 / DSP #20012
PHASE - 1
DSP#20012
PHASE - 2
FUT. DSP
ADDISON ROAD SOUTH
SITE ACCESS
BOLLING AVENUE
LEGEND

LR - Agreement
Recording Fee 20.00
Name: METRO CITY LLC
Ref:
LR - Agreement
Surcharge 40.00

SubTotal: 60.00

Total: 60.00
03/07/2024 10:42
CC16-JuD
#17944533 CC0703 -
Prince George's
County/CC07_03.13 -
Register 13

Mahasin El Amin - Clerk
Prince George's County Circuit Court
14735 Main Street
Upper Marlboro, MD 20772

METRO CITY IS A PRIORITY ONE PROJECT

DETAILED SITE PLAN FOR METRO CITY
PHASE 1 - COVER SHEET

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

METRO CITY SITE NOTES

1. PROJECT NAME: "METRO CITY"
2. PHASE 1, TOTAL GROSS, NET ACREAGE, AND OWNERSHIP:

PARCELS :

PARCEL A: HOME OWNER ASSOCIATION	- AREA:	329,096 S.F.
PARCEL F: HOME OWNER ASSOCIATION	- AREA:	18,687 S.F.
PARCEL G: METRO CITY LLC. -	AREA:	93,078 S .F
PARCEL H: METRO CITY LLC. -	AREA:	35,479 S. F.
PARCEL I: METRO CITY LLC. -	AREA:	38,892 S. F.
PARCEL K: M-NCPPC.-	AREA:	259,041 S.F.
PARCEL L: HOME OWNER ASSOCIATION	- AREA:	30,410 S.F.
PARCEL M: HOME OWNER ASSOCIATION	- AREA:	2,996 S.F.
PARCEL N: HOME OWNER ASSOCIATION	- AREA:	75,203 S.F
PARCEL Q: HOME OWNER ASSOCIATION	- AREA:	44,020 S.F.
LOTS 1 THROUGH 72 : METRO CITY LLC.	- AREA:	141,898 S.F.
RIGHT OF WAY DEDICATION:		16,017 S.F.
GROSS TOTAL :		1,080,817 S.F OR 24.81 AC.
100 YEAR FLOOD PLAIN		307, 395 S.F OR 7.06 AC.
NET LOT TRACK AREA:		773,422 S.F. OR 17.75 AC.

PHASE 1 AND FUTURE PHASE GROSS TOTAL :

GROSS PHASE 1 AREA:	1,080,817 S.F. OR 24.81 AC.
GROSS FUTURE AREA:	647,107 S.F. OR 14.85 AC.
GROSS AREA (PHASE 1 & FUTURE PHASE) :	1,727,924 S.F. OR 39.67 AC.

PHASE 1 AND FUTURE PHASE NET TOTAL:

NET PHASE 1 AREA:	773,318 S.F. OR 17.75 AC.
NET LOT TRACK FUTURE AREA:	503,197 S.F. OR 11.55 AC.
NET AREA (PHASE 1 & FUTURE PHASE) :	1,276,515 S.F. OR 29.30 AC.

(TOTAL GROSS AREA OF 39.67 ACRES MATCHES THE AREA SHOWN ON THE APPROVED PRELIMINARY PLAN # 4-19044, AND TCP1-004-2017-01)

3. PRIOR ZONE: MIXED USE TRANSPORTATION ORIENTED M-X-T (THE PROJECT IS WITHIN THE D-D-O ZONE).
   CURRENT ZONE: RMF-48
4. EXISTING USE: VACANT
   PROPOSED USE: DWELLINGS (TOWNHOUSES, SENIOR LIVING APARTMENTS, AND ASSISTED LIVING).
5. EXISTING NUMBER OF LOTS: 72 LOTS.
   EXISTING NUMBER OF PARCELS: 10 PARCELS
6. GROSS FLOOR AREA: 498,977 S.F.
7. 200 (WSSC) FOOT MAP REFERENCE: 202SE06
8. TAX MAP NUMBER AND GRID:ADC:073/C3
9. AVIATION POLICY AREA: N/A
10. WATER/SEWER EXISTING: S-3/W-3
11. WATER/SEWER EXISTING: S-3/W-3
12. STORM WATER MANAGEMENT APPROVAL: #48903-2016 APPROVAL DATE: 11/15/20
13. 10-FOOT PUBLIC UTILITY ALONG ALL RIGHT-OF-WAYS
14. SECTION 24-138 OF THE SUBDIVISION REGULATION WILL BE SATISFIED BY THE DEDICATION OF 5.95 ACRES OF PARKLAND TO M-NCPPC.
15. THERE ARE NOT CEMETERIES CONTIGUOUS TO THE PROPERTY.
16. THERE ARE NOT HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY.
17. THERE ARE WATER OF THE USA AND WETLANDS ON SITE.
18. THIS PROPERTY IS NOT WITH IN CHESAPEAKE BAY CRITICAL AREA OVERLAY.
19. SOURCE OF TOPOGRAPHY: CAPITOL DEVELOPMENT DESIGN INC.
20. APPLICANT/OWNER:
    METRO CITY LLC
    10701 LADY SLIPPER TERRACE
    ROCKVILLE, MD. 20852
    PHONE # 301-467-5536
    E-MAIL : AGIDEVCO@VERIZON.NET
21. THERE ARE STEEP SLOPES N THE PROPERTY.
22. PARKING REQUIREMENTS FOR PARCELS A, G, H, AND I:

    REQUIRED: 487 SPACES PER ZONING ORDINANCE.

PARKING CHART FOR MULTIFAMILY BUILDING

	Parking required	Parking provided							TOTAL PARKING PROVIDED
		Parking structure				on-street parking lot			
		Regular space	ADA	ADA Van	EV	Regular space	ADA	ADA Van	
Assisted living in Parcel H (195 beds)	65	74	3	6	3	3	2	0	91
Senior Living in Parcel G (126 units)	85	133	2	4	4	21	2	2	168
Senior Living in Parcel I (114 units)	77	103	2	4	3	10			122
Amenity	112								0
total	**339**	**310**	**7**	**14**	**10**	**34**	**4**	**2**	**381**

PARKING CHART FOR TOWNHOUSES

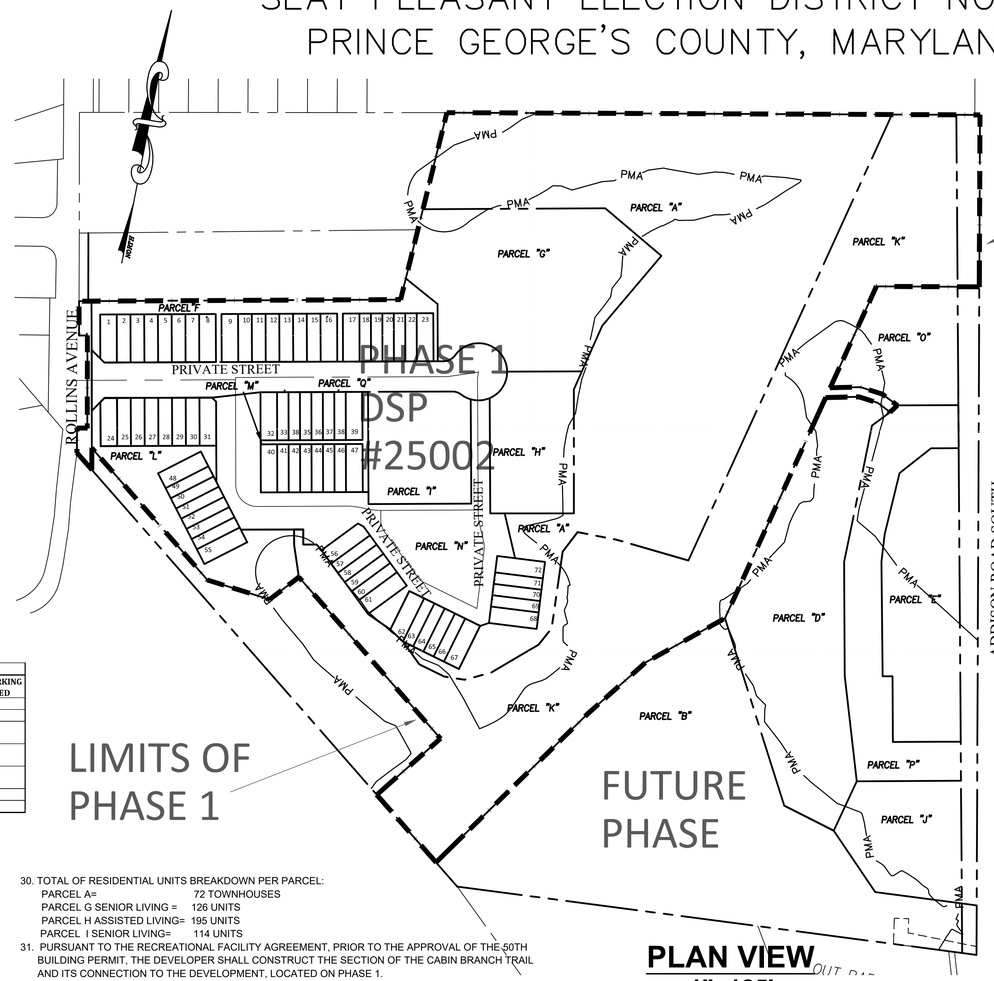
Parking required	parking provided				total parking provided
	garage	on-street	ADA	ADA Van	
148	110	37	2	1	**150**
	38 - 2 car garage and 34-1 car garage town house units	33 standard and 4 compact			

TOTAL PROVIDED: 531 SPACES

23. LOADING SPACE REQUIREMENTS:
    REQUIRED FOR 435 DWELLING UNITS:
    1 @ 100 TO 300 DWELLING UNITS + 1 EACH ADDITIONAL 200 D. UNITS = 2 SPACES
    PROPOSED (15' X 33') : 3 SPACES
24. HORIZONTAL DATUM IS THE MARYLAND PLANE COORDINATE SYSTEM (NAD83) AND THE VERTICAL DATUM IS THE NAVD 88.
25. FAR CALCULATIONS FOR PHASE 1 (PARCELS: A, F, G, H, I, K , L, M, N, Q AND LOTS 1 THROUGH 72)

BUILDING ON PARCEL G FAR	=	152,191 S.F./ 1,276,515	= 0.12 FAR
BUILDING ON PARCEL I FAR	=	96,748 S.F./ 1,276,515	= 0.07 FAR
BUILDING ON PARCLE H FAR	=	74,678 S.F./ 1,276,515	= 0.06 FAR
TOWNHOUSE FAR	=	175, 360 S.F. /1,276,515	= 0.14 FAR
TOTAL FAR FOR PHASE 1	=	498,977 S.F. / 1,276,515	= 0.39 FAR

26. DURING THE CONSTRUCTION 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."
27. NO CONSTRUCTION NOISE SHOULD 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.
28. RECORD PLAT INFORMATION: PLAT BOOK ME 267, PLATS 55 THROUGH 62.
29. PRIOR APPROVALS ON RECORD:
    CONCEPTUAL SITE PLAN: CSP-16001
    PRELIMINARY PLAN: PPS-4-19044
    DETAILED SITE PLAN: DSP-20012 (EXPIRED).
    TREE CONSERVATION PLAN TYPE 1: TCP1-004-2017
    TREE CONSEVATION PLAN TYPE 2: TCP2-027-2021

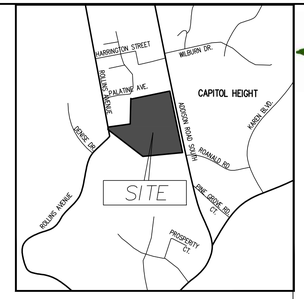


PLAN VIEW
1"=125'

30. TOTAL OF RESIDENTIAL UNITS BREAKDOWN PER PARCEL:
    PARCEL A= 72 TOWNHOUSES
    PARCEL G SENIOR LIVING = 126 UNITS
    PARCEL H ASSISTED LIVING= 195 UNITS
    PARCEL I SENIOR LIVING= 114 UNITS
31. PURSUANT TO THE RECREATIONAL FACILITY AGREEMENT, PRIOR TO THE APPROVAL OF THE 50TH BUILDING PERMIT, THE DEVELOPER SHALL CONSTRUCT THE SECTION OF THE CABIN BRANCH TRAIL AND ITS CONNECTION TO THE DEVELOPMENT, LOCATED ON PHASE 1.
32. THE FOLLOWING GREEN BUILDING TECHNIQUES WILL BE UTILIZED FOR PARCELS G, H AND I WHERE POSSIBLE:
    a. ENERGY-STAR APPLIANCES INCLUDING REFRIGERATORS, WASHER/DRYERS, DISHWASHERS ELECTRIC COOKING PRODUCTS (RANGES/OVENS), MICROWAVES.
    b. ENERGY-STAR EQUIPMENT INCLUDING HVAC UNITS, SMART (PROGRAMMABLE) THERMOSTATS, WATER HEATERS.
    c. DOUBLE-PANE, LOW E GLAZING FOR WINDOWS AND DOORS
    d. HIGH EFFICIENCY LIGHTING, INCLUDING OCCUPANCY SENSORS IN RECREATIONAL AND PUBLIC SPACES.
    e. PERMEABLE PAVEMENT AT ON-STREET PARKING LOCATIONS
    f. WATER-CONSERVING PLUMBING FIXTURES (I.E TOILETS, FAUCETS)
    g. RAINWATER HARVESTING SYSTEM (IF POSSIBLE).
    h. COOL ROOFS (MATERIALS USED TO REFLECT SUN'S ENERGY RATHER THAN ABSORB IT).

PROPOSED BIKE PARKING

PARCEL	BUILDING USE	PARKING STRUCTURE BIKE SPACES	ON-STREET BIKE SPACES	TOTAL BIKE SPACES PROVIDED
H	ASSISTED LIVING	8	8	**16**
G	SENIOR LIVING	10	8	**18**
I	SENIOR LIVING	7	8	**15**



VICINITY MAP
SCALE: 1"= 2000'

SHEET INDEX

SHEET 1 OF 38 COVER SHEET
SHEET 2 OF 38 KEY SHEET
SHEET 3 OF 38 APPROVAL SHEET
SHEET 4 OF 38 SITE PLAN
SHEET 5 OF 38 SITE PLAN
SHEET 6 OF 38 SITE PLAN
SHEET 7 OF 38 SITE PLAN
SHEET 8 OF 38 SITE PLAN
SHEET 9 OF 38 SITE PLAN
SHEET 10 OF 38 PARCEL AND LOT LAYOUT PLAN
SHEET 11 OF 38 PARCEL AND LOT LAYOUT PLAN
SHEET 12 OF 36 PARCEL AND LOT LAYOUT PLAN
SHEET 13 OF 38 PARCEL AND LOT LAYOUT PLAN
SHEET 14 OF 38 PARCEL AND LOT LAYOUT PLAN
SHEET 15 OF 38 PARCEL AND LOT LAYOUT PLAN
SHEET 16 OF 38 ARCHITECTURAL ELEVATIONS
SHEET 17 OF 36 ARCHITECTURAL ELEVATIONS
SHEET 18 OF 38 ARCHITECTURAL ELEVATIONS
SHEET 19 OF 38 ARCHITECTURAL ELEVATIONS
SHEET 20 OF 38 ARCHITECTURAL ELEVATIONS
SHEET 21 OF 38 ARCHITECTURAL ELEVATIONS
SHEET 22 OF 38 ARCHITECTURAL ELEVATIONS
SHEET 23 OF 38 ARCHITECTURAL ELEVATIONS
SHEET 24 OF 38 UNDERGROUND PARKING
SHEET 25 OF 38 UNDERGROUND PARKING
SHEET 26 OF 38 UNDERGROUND PARKING
SHEET 27 OF 38 TOWNHOUSE ELEVATIONS
SHEET 28 OF 38 TOWNHOUSE FLOOR PLANS
SHEET 29 OF 38 TOWNHOUSE ELEVATIONS
SHEET 30 OF 38 TOWNHOUSE ELELVATIONS
SHEET 31 OF 38 TOWNHOUSE ELEVATIONS
SHEET 32 OF 38 TOWNHOUSE ELEVATIONS
SHEET 33 OF 38 PHOTOMETRIC PLAN
SHEET 34 OF 38 DETAIL SHEET
SHEET 35 OF 38 DETAIL SHEET
SHEET 36 OF 38 DETAIL SHEET
SHEET 37 OF 38 DETAIL SHEET
SHEET 38 OF 38 DETAIL SHEET

APPLICANT
METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

UTILITY CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING AND/OR PROPOSED UNDERGROUND UTILITY INFORMATION SHOWN HEREON HAS BEEN CORRECTLY DUPLICATED FROM UTILITY COMPANY RECORDS, FURTHER THAT THIS PROJECT HAS BEEN CAREFULLY COORDINATED WITH EACH INVOLVED UTILITY COMPANY, AND ALL AVAILABLE UNDERGROUND UTILITY INFORMATION RELATIVE TO THIS PLAN HAS BEEN SOLICITED FROM THEM.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

05/07/2026
DATE

I HEREBY CERTIFY THAT THE GRADING SHOWN ON THIS PLAN CONFORMS WITH SUBTITLE 32, DIVISION TWO OF THE PRINCE GEORGE'S COUNTY CODE AND THAT I HAVE INSPECTED THIS SITE AND THAT ALL DRAINAGE ON TO THIS SITE FROM OTHER UPGRADE PROPERTIES, AND FROM THIS SITE ONTO OTHER DOWNGRADE PROPERTIES HAS BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

05/07/2026
DATE

GRAPHIC SCALE

125 0 62.5 125 250 500
(IN FEET)
1 inch = 125 ft.

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 19644, Expiration Date: 04/18/2027."

STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

THIS BLOCK FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

COVER SHEET
DSP-25002

REVISIONS

DATE: MAY, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 1 OF 38

DETAILED SITE FOR
METRO CITY
PHASE 1 - KEY MAP

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

SINGLE FAMILY HOME (SFA-TOWNHOMES) STANDARDS	
STANDARDS:	
Minimun Net Lot Area	
20' Wide lot	1,680 square feet
24' wide lot	2,411 square feet
Dimensional Standards	
Minimun Front Yard Set Back	20 feet
Minimun lot Widht at Street Line	20 feet
Minimun Lot Width at Front Street BRL	20 feet
Minimun Distance Between Buildings	20 feet
Minimun Based Finished Area	1,951 feet
Maximun Height	40'
Minimun Yard Area	400 square feet
Optional Deck Sizes	10' x 20' / 10' x16'
Optional Privacy Fence Height	Board on Board 6' height
Optional Shed Size	8' x 8'

Other Desing Standards:
Highly visible end unit side elevations for townhouse models, to be finished with a minimum first floor brick and four widows in a balanced composition.

Lots 1, 23, 24, 31, 32, 39, 40, 47, 56, and 68, are 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.

UTILITY CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING AND/OR PROPOSED UNDERGROUND UTILITY INFORMATION SHOWN HEREON HAS BEEN CORRECTLY DUPLICATED FROM UTILITY COMPANY RECORDS, FURTHER THAT THIS PROJECT HAS BEEN CAREFULLY COORDINATED WITH EACH INVOLVED UTILITY COMPANY, AND ALL AVAILABLE UNDERGROUND UTILITY INFORMATION RELATIVE TO THIS PLAN HAS BEEN SOLICITED FROM THEM.

05/05/2026
DATE

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

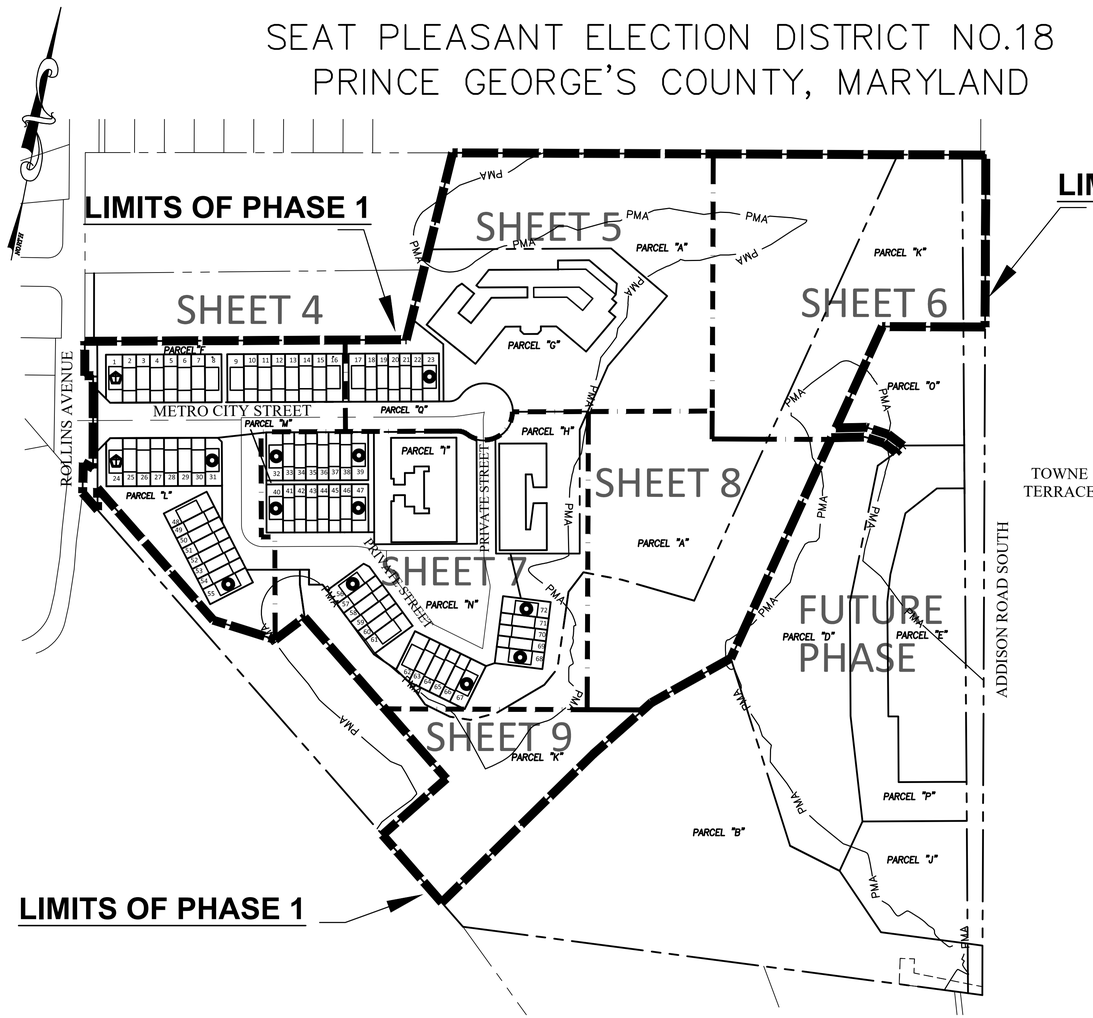
I HEREBY CERTIFY THAT THE GRADING SHOWN ON THIS PLAN CONFORMS WITH SUBTITLE 32, DIVISION TWO OF THE PRINCE GEORGE'S COUNTY CODE AND THAT I HAVE INSPECTED THIS SITE AND THAT ALL DRAINAGE ON TO THIS SITE FROM OTHER UPGRADE PROPERTIES, AND FROM THIS SITE ONTO OTHER DOWNGRADE PROPERTIES HAS BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

05/05/2026
DATE

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

HIGHLY VISIBLE END UNITS:
LOTS 1, 23, 24, 31, 32, 39, 40, 47, 55, 56, 67, 68 AND 72.

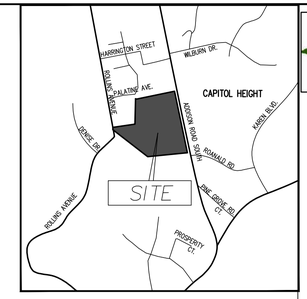
HIGHLY VISIBLE END UNITS:
LOTS 1 AND 24, A MINIMUM OF TWO FLOORS SHALL BE FINISHED WITH BRICK.



PLAN VIEW
1"=125'

GRAPHIC SCALE

125 0 62.5 125 250 500
(IN FEET)
1 inch = 125 ft.



VICINITY MAP
SCALE: 1"= 2000'

Multifamily Unit Type and Amenity Spaces
See the chart below for combined Multifamily Unit Types and Amenities offered per building:

Parcel H – Assisted Living Facility	
Interior Amenity Space	**Square Footage (SF)**
Physical Therapy	1,251 SF
Resident Activities Room	1,166 SF
Kitchen/ Dining	3,239 SF
Salon	212 SF
Library	511 SF
Total Amenity Space	**6,379 SF**
Unit Type	**Average Unit Size**
Single Room Occupancy	240 SF
Double Room Occupancy	280 SF

Parcel I – Senior Living Building	
Interior Amenity Space	**Square Footage (SF)**
Fitness Room	566 SF
Multipurpose Room	527 SF
Total Amenity Space	**1,093 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	**Square Footage (SF)**
Media Room	688 SF
Lounge	124 SF
Library	262 SF
Meeting Room	200 SF
Social Hall w/ Warming Kitchen	4,188 SF
Multipurpose Room	630 SF
Craft Room	437 SF
Group Fitness Room	704 SF
Fitness Center	1,111 SF
Men's/ Women's Locker Room	743 SF
Total Amenity Space	**9,087 SF**
Unit Type	**Average Unit Size**
Studio	451 SF
One-Bedroom	722 SF
Two-Bedroom	1,000 SF

APPLICANT
METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 19644, Expiration Date: 04/18/2027."

05/05/2026

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48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

DPIE PERMIT NUMBER: 00000-0000-00

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M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

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ENGINEERS – PLANNERS – SURVEYOR'S
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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

COVER SHEET
KEY MAP
DSP-25002

REVISIONS

DATE: MAY., 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 2 OF 38

ADDENDUM TO DISTRICT COUNCIL DECISION
INCLUDING A REZONING DECISION

Project Name: Metro City

Project Number: CSP-16001

Rezoning: From: the R-T Zone To: the M-X-T Zone

Acreage of Rezoning: 39.68

Is composed of:
1 Cover Sheet
1 Approval Sheet
2 Conceptual Site Plans
1 Landscape Plan
5 Type 1 Tree Conservation Plans

The validity period of the CSP for this application is: in perpetuity

The expiration date of the CSP is: N/A

The zoning change in this CSP is valid until changed by the District Council.

CERTIFIED ON: May 10, 2018 BY AUTHORITY OF:
Prince Georges County District Council

THE PRINCE GEORGE'S COUNTY GOVERNMENT
Office of the Clerk of the Council
(301) 952-3600

March 21, 2018

RE: CSP-16001 Metro City
Metro City, LLC, Applicant

NOTICE OF FINAL DECISION
OF THE DISTRICT COUNCIL

Pursuant to the provisions of Section 27-134 of the Zoning Ordinance of Prince George's County, Maryland requiring notice of decision of the District Council, you will find enclosed herewith a copy of the Council Order setting forth the action taken by the District Council in this case on March 12, 2018.

CERTIFICATE OF SERVICE

SCANNED

This is to certify that on March 21, 2018, this notice and attached Council Order was mailed, postage prepaid, to all persons of record.

Rezone R-T to M-X-T

Redis C. Floyd
Clerk of the Council

10615 Old Carty to Dr. on Carty

County Administration Building – Upper Marlboro, Maryland 20772

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

(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.

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.

(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: Daniel M. Glaros
Dannielle M. Glaros, Chairman

ATTEST: Redis C. Floyd
Redis C. Floyd
Clerk of the Council

OWNER/DEVELOPER:
KUSHNER INVESTMENT LTD. PTNSHP
ATTN: MR. ANDY INDTERDONATO
10701 LADY SLIPPER

APPLICANT
METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

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M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-20012
For Conditions of Aprpoval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYORS
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
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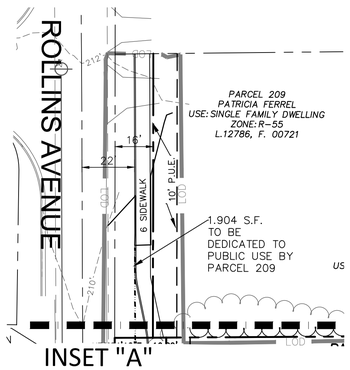
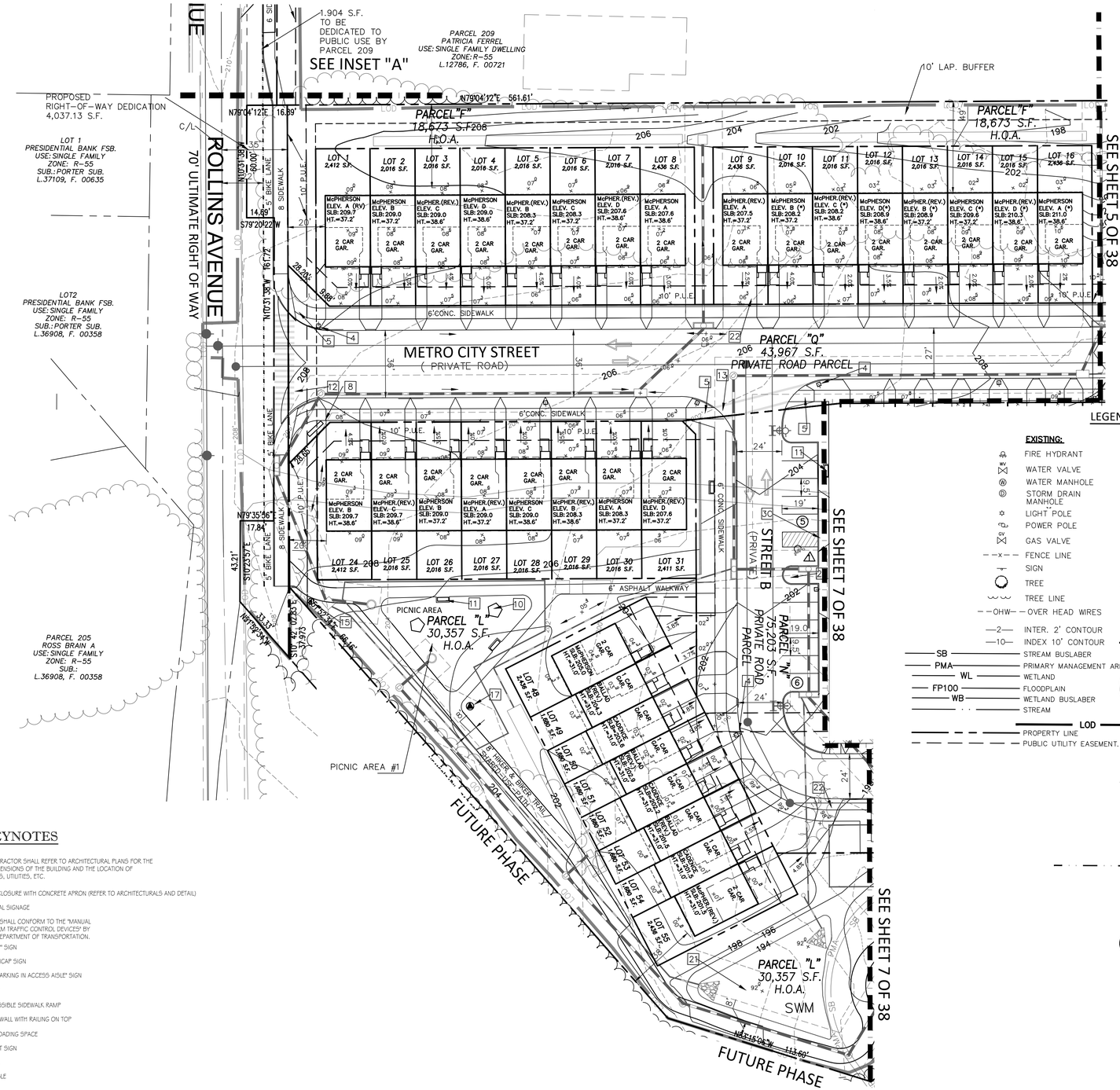
METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

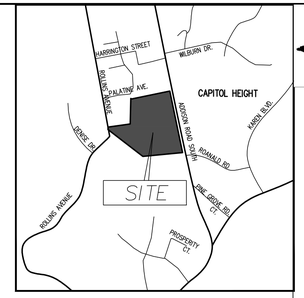
APPROVAL SHEET
DSP-25002

REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 3 OF 38







VICINITY MAP

SCALE: 1"= 2000'

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OVER HEAD WIRES	WATER
INTER. 2' CONTOUR	RIP RAP
INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
STREAM BUSLABER	LIMIT OF DISTURBANCE
PRIMARY MANAGEMENT AREA	NUMBER OF PARKING SPACES
WETLAND	NUMBER OF HC. PARKING SPACES
FLOODPLAIN	VEHICULAR TRASLABIC FLOW DIRECTION
WETLAND BUSLABER	LIGHT POLE
STREAM	BUILDING MAIN ENTRANCE
PROPERTY LINE	5' BICYCLE LANE
PUBLIC UTILITY EASEMENT.	HIKER AND BIKER SIGN
	HIKER AND BIKER TERMINUS SIGN
	DOG WALK REFUSE
	DOG WATER FACILITY
	FOUNDATION SUB-WALL (MAX 8' HEIGHT)

UTILITY CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING AND/OR PROPOSED UNDERGROUND UTILITY INFORMATION SHOWN HEREON HAS BEEN CORRECTLY DUPLICATED FROM UTILITY COMPANY RECORDS, FURTHER THAT THIS PROJECT HAS BEEN CAREFULLY COORDINATED WITH EACH INVOLVED UTILITY COMPANY, AND ALL AVAILABLE UNDERGROUND UTILITY INFORMATION RELATIVE TO THIS PLAN HAS BEEN SOLICITED FROM THEM.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

05/05/2026
DATE

I HEREBY CERTIFY THAT THE GRADING SHOWN ON THIS PLAN CONFORMS WITH SUBTITLE 32, DIVISION TWO OF THE PRINCE GEORGE'S COUNTY CODE AND THAT I HAVE INSPECTED THIS SITE AND THAT ALL DRAINAGE ON TO THIS SITE FROM OTHER UPGRADE PROPERTIES, AND FROM THIS SITE ONTO OTHER DOWNGRADE PROPERTIES HAS BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

MASSOUD TOWHIDI, P.E.
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STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

APPLICANT

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SITE KEYNOTES

1. SITE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR THE EXACT DIMENSIONS OF THE BUILDING AND THE LOCATION OF DOORWAYS, UTILITIES, ETC.
2. TRASH ENCLOSURE WITH CONCRETE APRON (REFER TO ARCHITECTURALS AND DETAIL)
3. DIRECTIONAL SIGNAGE
   ALL SIGNS SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" BY THE U.S. DEPARTMENT OF TRANSPORTATION.
   - 3K 'STOP' SIGN
   - 3R HANDICAP SIGN
   - 3C "NO PARKING IN ACCESS AISLE" SIGN
4. LIGHT POLE
5. ADA ACCESSIBLE SIDEWALK RAMP
6. RETAINING WALL WITH RAILING ON TOP
7. 15' X 33' LOADING SPACE
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10. PICNIC TABLE
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20. FIRE HYDRANT
21. SWM FACILITY
22. POROUS ASPHALT OR PERVIOUS PAVERS OR APPROVED EQUAL (TYPICAL AT DRIVEWAYS).
23. MOUNTABLE INTERSECTION ISLAND.
24. DROP-OFF ONLY AREA

GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.

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M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

For Conditions of Aprproval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

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METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAILED SITE PLAN
DSP-25002

REVISIONS

DATE: MARCH, 2026	
DWN. JK	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 15-026	
SHEET NO. 4 OF 38	

LEGEND:

EXISTING:	PROPOSED:
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WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
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POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
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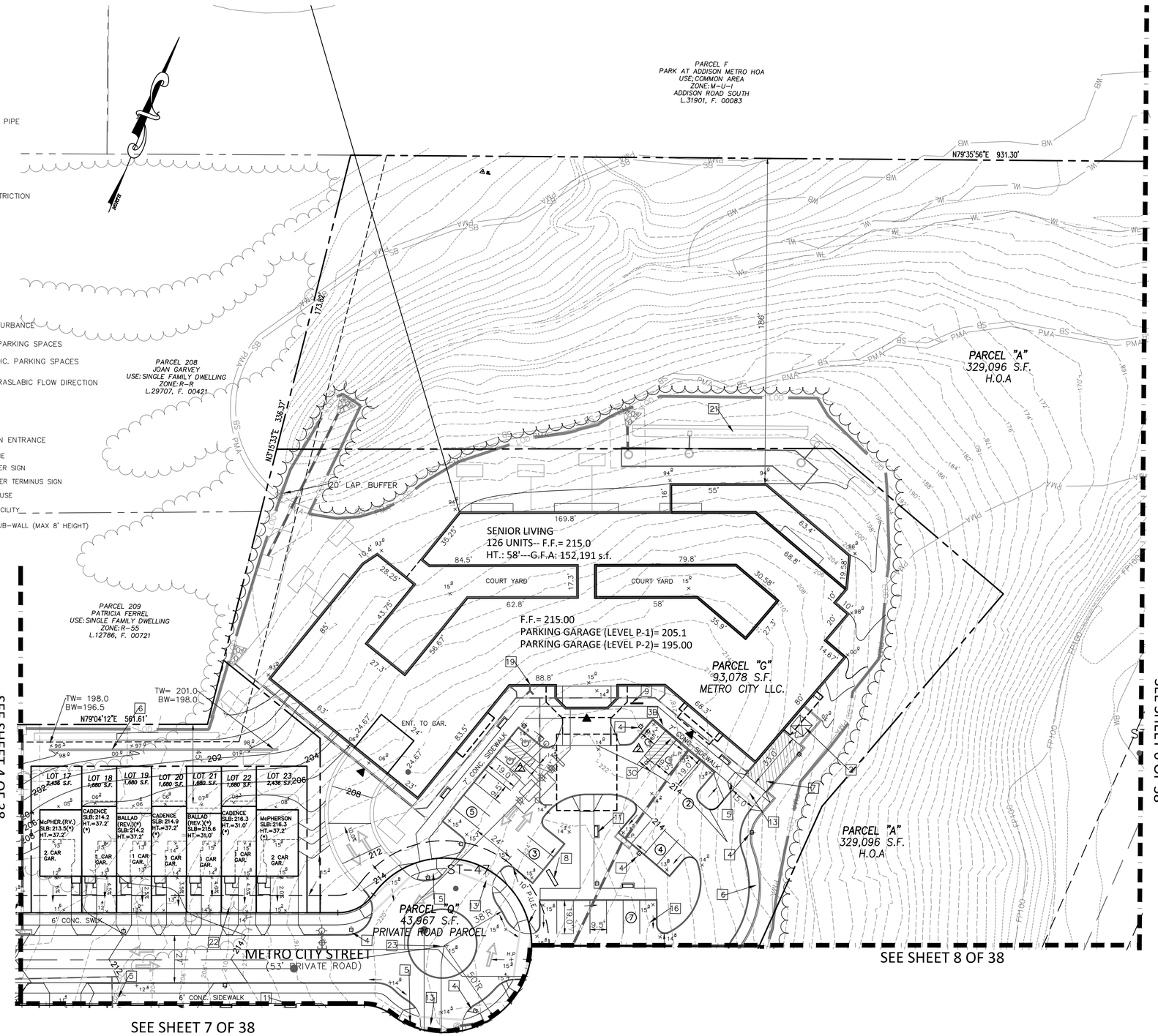

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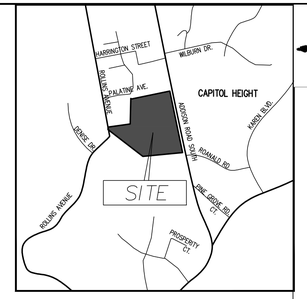

VICINITY MAP
SCALE: 1"= 2000'

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APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAILED SITE PLAN
DSP-25002

REVISIONS

DATE: MARCH., 2026	
DWN. JK	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 15-026	
SHEET NO. 5 OF 38	

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OVER HEAD WIRES	WATER
INTER. 2' CONTOUR	RIP RAP
INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
STREAM BUSLABER	LIMIT OF DISTURBANCE
PRIMARY MANAGEMENT AREA	NUMBER OF PARKING SPACES
WETLAND	NUMBER OF HC. PARKING SPACES
FLOODPLAIN	VEHICULAR TRASLABIC FLOW DIRECTION
WETLAND BUSLABER	LIGHT POLE
STREAM	BUILDING MAIN ENTRANCE
PROPERTY LINE	5' BICYCLE LANE
PUBLIC UTILITY EASEMENT.	HIKER AND BIKER SIGN
	HIKER AND BIKER TERMINUS SIGN
	DOG WALK REFUSE
	DOG WATER FACILITY
	FOUNDATION SUB-WALL (MAX 8' HEIGHT)
	65dBA UPPER CONTOUR (30 FT. HEIGHT)
	65dBA LOWER CONTOUR (5 FT. HEIGHT)

UTILITY CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING AND/OR PROPOSED UNDERGROUND UTILITY INFORMATION SHOWN HEREON HAS BEEN CORRECTLY DUPLICATED FROM UTILITY COMPANY RECORDS, FURTHER THAT THIS PROJECT HAS BEEN CAREFULLY COORDINATED WITH EACH INVOLVED UTILITY COMPANY, AND ALL AVAILABLE UNDERGROUND UTILITY INFORMATION RELATIVE TO THIS PLAN HAS BEEN SOLICITED FROM THEM.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

05/05/2026
DATE

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MASSOUD TOWHIDI, P.E.
MD. REG. #19644

05/05/2026
DATE

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryand, License No. 19644, Expiration Date: 04/18/2027."

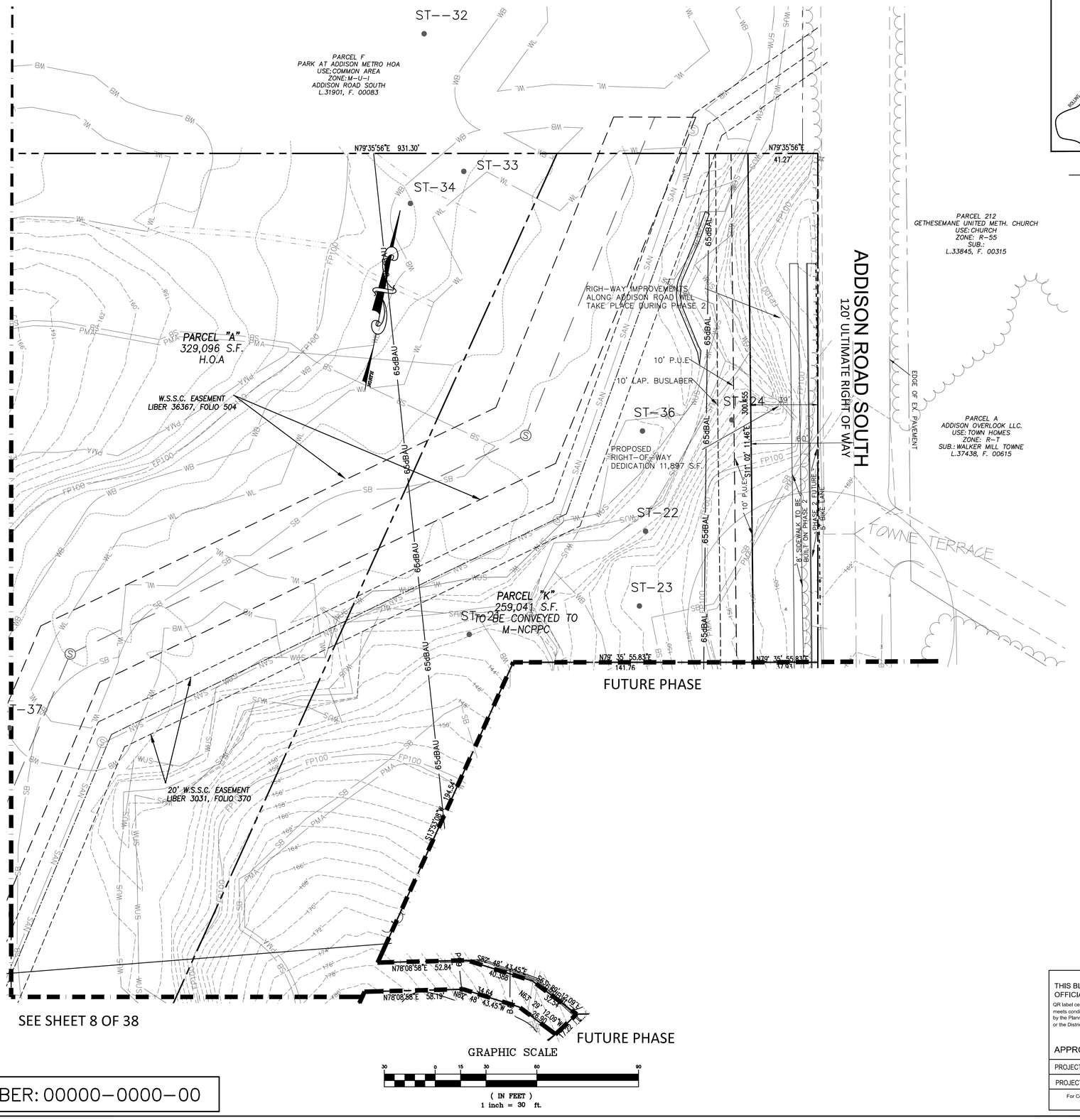
STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

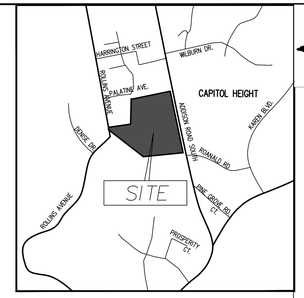
MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1-800-257-7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

DPIE PERMIT NUMBER: 00000-0000-00



GRAPHIC SCALE

30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.



VICINITY MAP
SCALE: 1"= 2000'

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
4600 POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAILED SITE PLAN
DSP-25002

REVISIONS

THIS BLOCK FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

APPROVAL

DATE: MARCH., 2026	
DWN. JK	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 15-026	
SHEET NO. 6 OF 38	

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OVER HEAD WIRES	WATER
INTER. 2' CONTOUR	RIP RAP
INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
STREAM BUSLABER	LIMIT OF DISTURBANCE
PRIMARY MANAGEMENT AREA	NUMBER OF PARKING SPACES
WETLAND	NUMBER OF HC. PARKING SPACES
FLOODPLAIN	VEHICULAR TRASLABIC FLOW DIRECTION
WETLAND BUSLABER	LIGHT POLE
STREAM	BUILDING MAIN ENTRANCE
PROPERTY LINE	5' BICYCLE LANE
PUBLIC UTILITY EASEMENT.	HIKER AND BIKER SIGN
	HIKER AND BIKER TERMINUS SIGN
	DOG WALK REFUSE
	DOG WATER FACILITY
	FOUNDATION SUB-WALL (MAX 8' HEIGHT)

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MASSOUD TOWHIDI, P.E.
MD. REG. #19644

05/05/2026
DATE

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MD. REG. #19644

05/05/2026
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STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

MISS UTILITY
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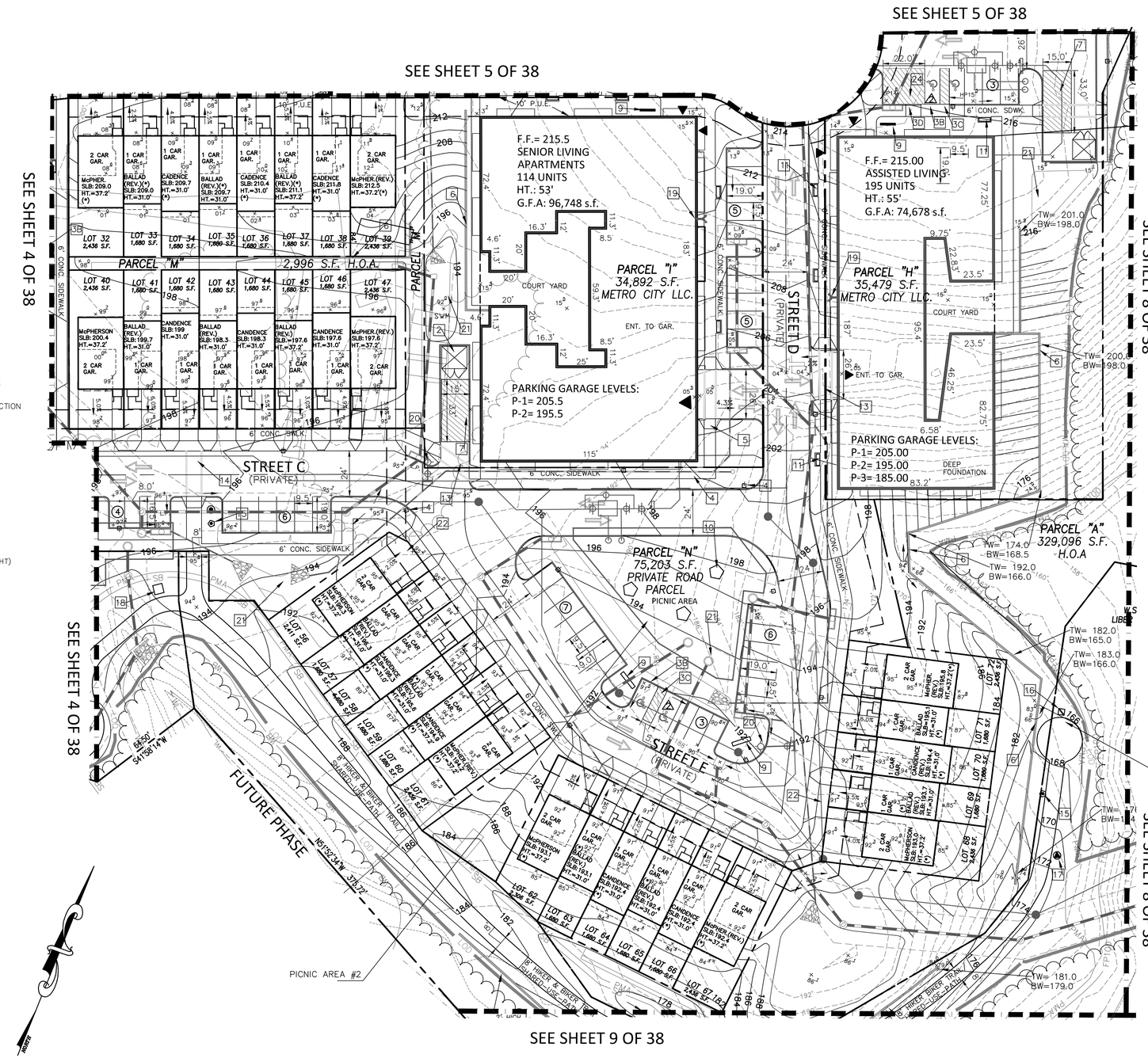
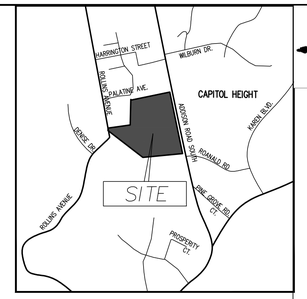


GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.



VICINITY MAP

SCALE: 1"= 2000'

SITE KEYNOTES

1. SITE CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR THE EXACT DIMENSIONS OF THE BUILDING AND THE LOCATION OF DOORWAYS, UTILITIES, ETC.
2. TRASH ENCLOSURE WITH CONCRETE APRON (REFER TO ARCHITECTURALS AND DETAIL)
3. DIRECTIONAL SIGNAGE
   ALL SIGNS SHALL CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" BY THE U.S. DEPARTMENT OF TRANSPORTATION.
   - 3A "STOP" SIGN
   - 3B HANDICAP SIGN
   - 3C "NO PARKING IN ACCESS AISLE" SIGN
   - 3D DROP-OFF ONLY AREA SIGN
4. LIGHT POLE
5. ADA ACCESSIBLE SIDEWALK RAMP
6. RETAINING WALL WITH RAILING ON TOP
7. 15' X 33' LOADING SPACE
8. MONUMENT SIGN
9. BIKE RACK
10. PICNIC TABLE
11. BENCH
12. CONTINENTAL CROSS WALK
13. 6' CROSS WALK
14. 8' CROSS WALK
15. HIKER AND BIKER TRAIL/SHARED-USE-PATH SIGN
16. HIKER AND BIKER TRAIL/SHARED-USE-PATH TERMINUS SIGN
17. PET WASTE DISPOSAL STATION
18. PET WATER STATION
19. SIAMESE FIRE CONNECTION
20. FIRE HYDRANT
21. SWM FACILITY
22. POROUS ASPHALT OR PERVIOUS PAVERS OR APPROVED EQUAL (TYPICAL AT DRIVEWAYS).
23. MOUNTABLE INTERSECTION ISLAND.
24. DROP-OFF ONLY AREA

THIS BLOCK FOR OFFICIAL USE ONLY

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APPROVAL

PROJECT NAME: METRO CITY	
PROJECT NUMBER: DSP-25002	
For Conditions of Aprpoval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number	

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYORS
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
1,000 ROLLINS AVE.
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

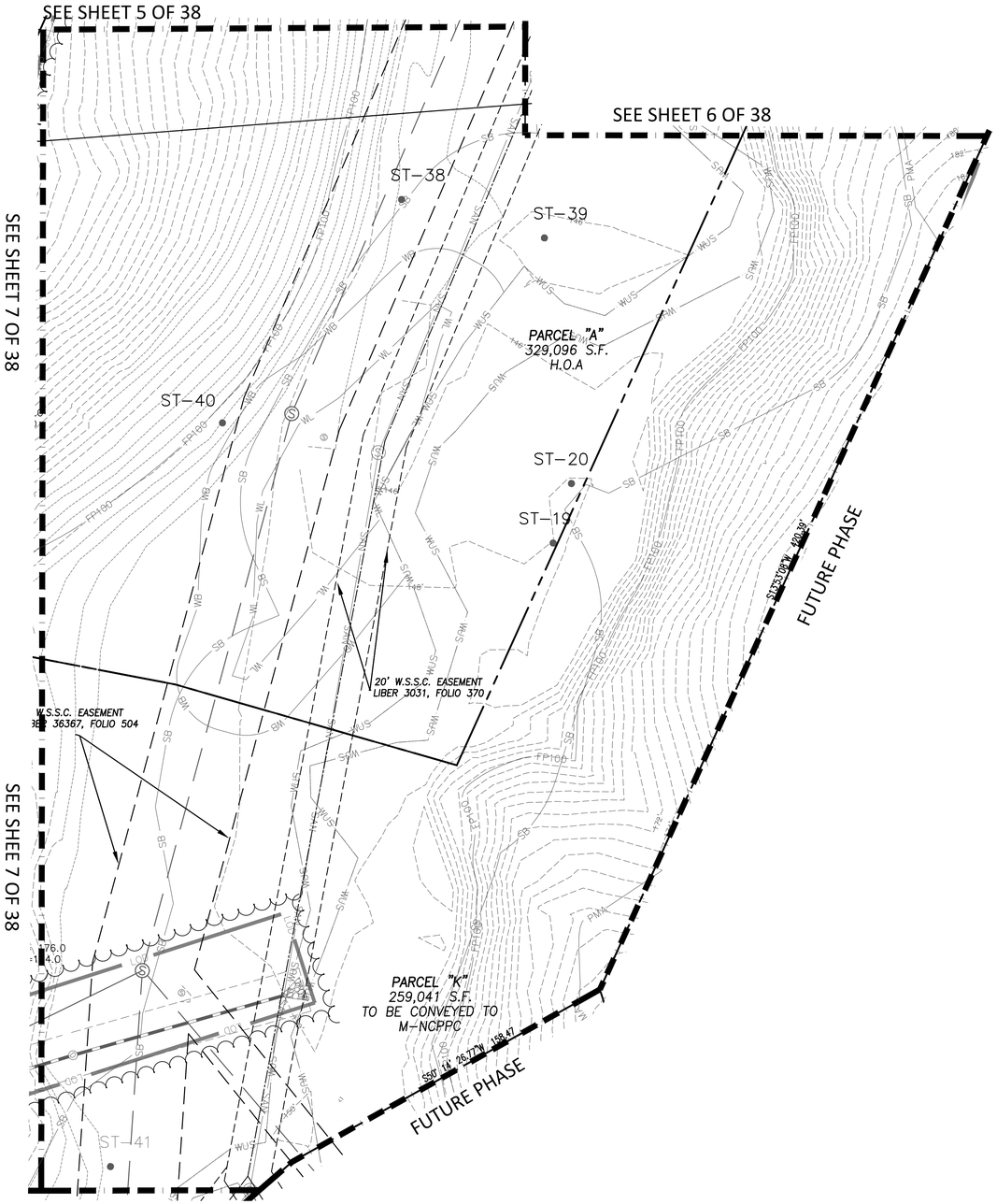
DETAILED SITE PLAN
DSP-25002

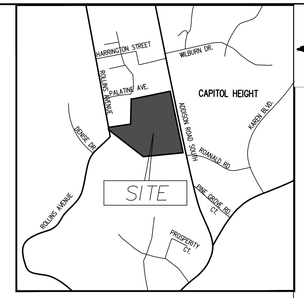
REVISIONS

DATE: MARCH., 2026	
DWN. JK	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 15-026	
SHEET NO. 7 OF 38	

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OVER HEAD WIRES	WATER
INTER. 2' CONTOUR	RIP RAP
INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
STREAM BUSLABER	LIMIT OF DISTURBANCE
PRIMARY MANAGEMENT AREA	NUMBER OF PARKING SPACES
WETLAND	
FLOODPLAIN	
WETLAND BUSLABER	
STREAM	
PROPERTY LINE	
PUBLIC UTILITY EASEMENT.	





VICINITY MAP
SCALE: 1"= 2000'

UTILITY CERTIFICATION:

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MASSOUD TOWHIDI, P.E.
MD. REG. #19644

05/05/2026
DATE

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05/05/2026
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STATE OF MARYLAND
MASSOUD TOWHIDI
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

MISS UTILITY
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DPIE PERMIT NUMBER: 00000-0000-00

GRAPHIC SCALE
30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

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APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
4600 POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAILED SITE PLAN
DSP-25002

REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 8 OF 38

LEGEND:

EXISTING:		PROPOSED:	
	FIRE HYDRANT		FIRE HYDRANT
WV	WATER VALVE		WATER VALVE
W	WATER MANHOLE		YARD INLET
D	STORM DRAIN MANHOLE		STORM DRAIN PIPE
	LIGHT POLE		FLOW LINE
	POWER POLE	— x —	FENCE LINE
GV	GAS VALVE		SIGN
— x —	FENCE LINE		TREE LINE
	SIGN	— —	BUILDING RESTRICTION LINE(TYP.)
	TREE	20	CONTOUR
	TREE LINE		BUILDING
— OHW —	OVER HEAD WIRES		WATER
—2—	INTER. 2' CONTOUR		RIP RAP
—10—	INDEX 10' CONTOUR	SWM	STORMWATER MANAGEMENT FACILITY
SB	STREAM BUSLABER		
PMA	PRIMARY MANAGEMENT AREA		
WL	WETLAND		
FP100	FLOODPLAIN		
WB	WETLAND BUSLABER		
	STREAM		
LOD			LIMIT OF DISTURBANCE
	PROPERTY LINE		
	PUBLIC UTILITY EASEMENT.	②	NUMBER OF PARKING SPACES

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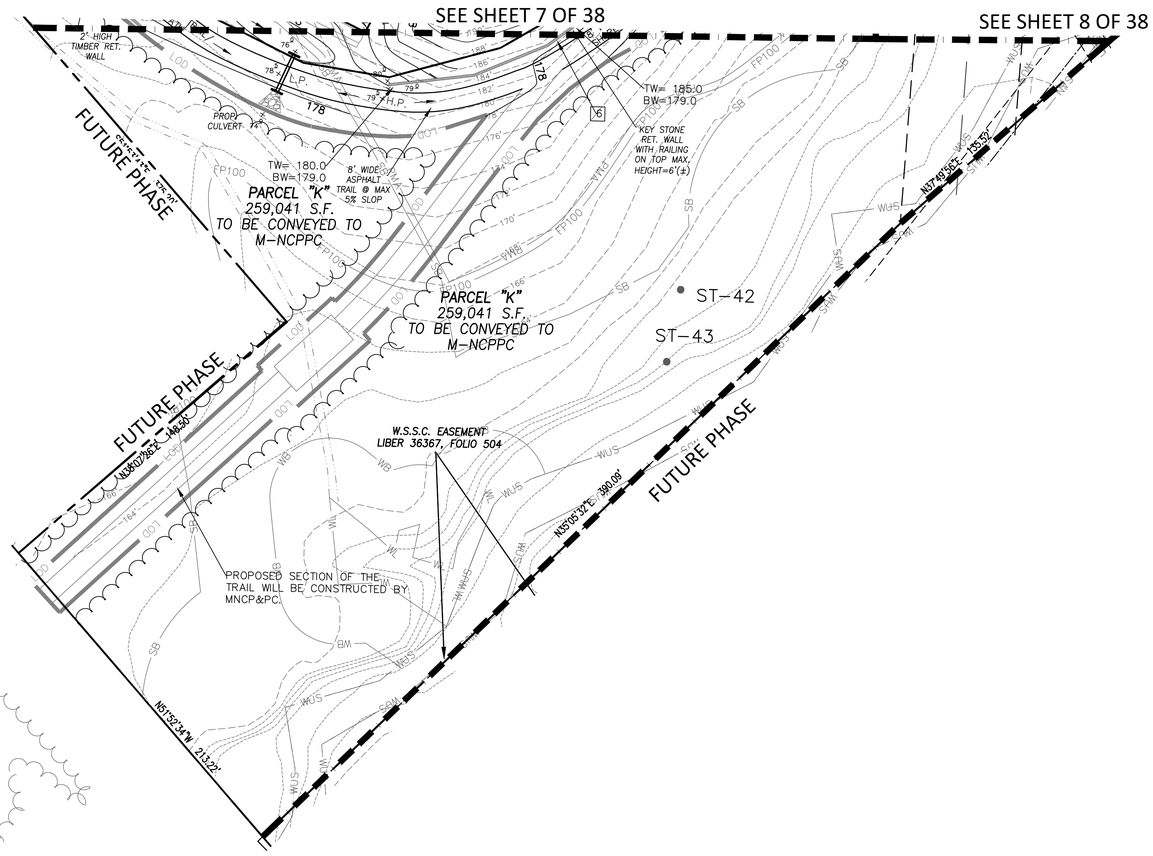

GRAPHIC SCALE

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(IN FEET)
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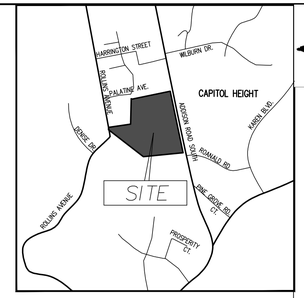

VICINITY MAP
SCALE: 1"= 2000'

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APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

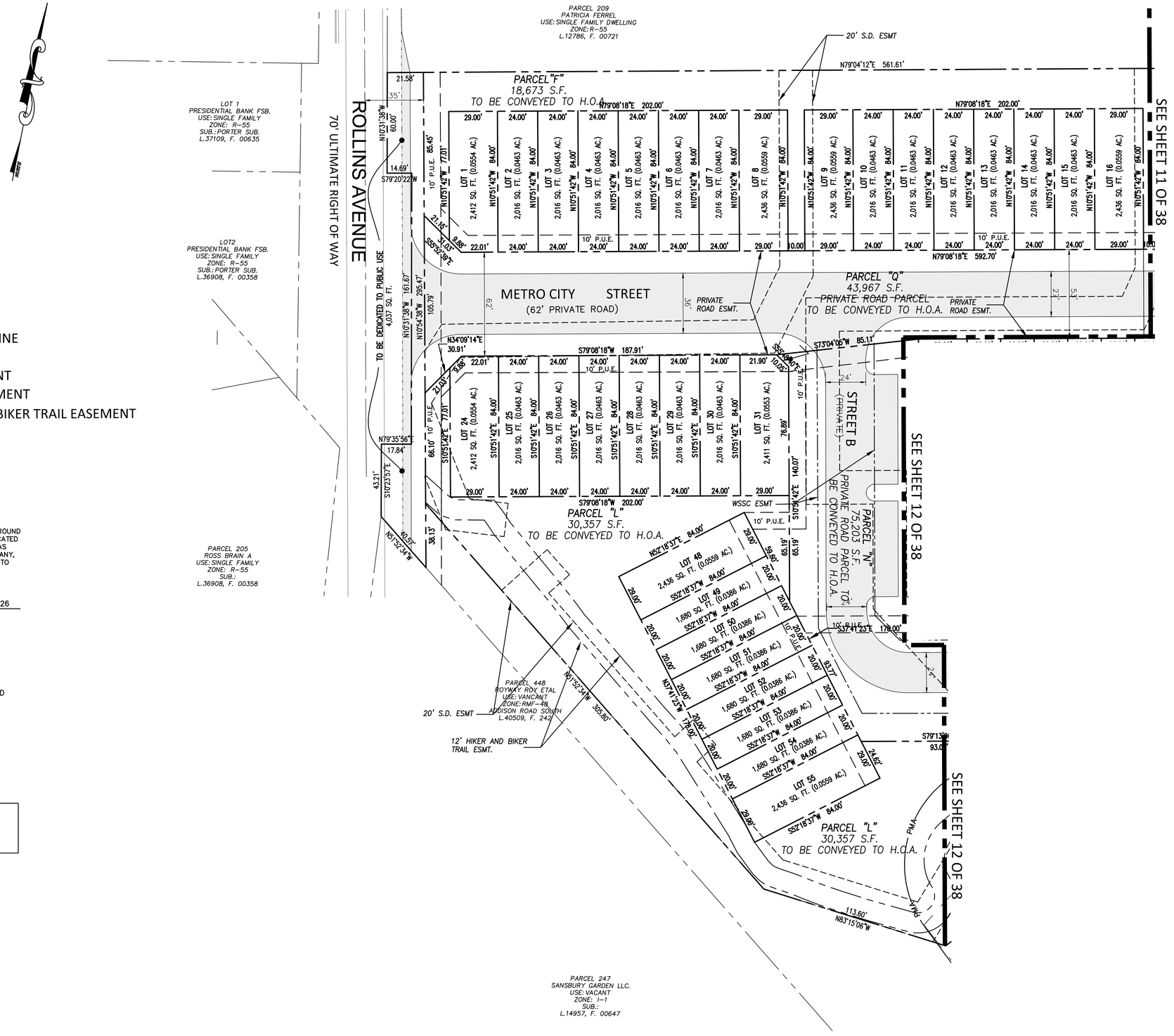
CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

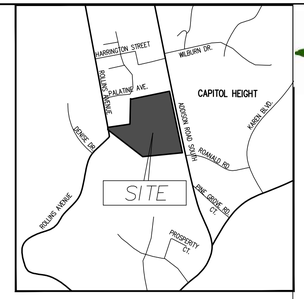
METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAILED SITE PLAN
DSP-25002

REVISIONS

DATE:	MARCH, 2026
DWN. JK	CHECKED MT
SCALE:	AS SHOWN
PROJECT/FILE NO.	15-026
SHEET NO.	9 OF 38





VICINITY MAP

SCALE: 1"= 2000'

LEGEND:

- LOT LINE
- P.U.E
- PROPERTY LINE
- PROP. CURB
- SD EASEMENT
- WSSC EASEMENT
- HIKER AND BIKER TRAIL EASEMENT

UTILITY CERTIFICATION:

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MASSOUD TOWHIDI, P.E.
MD. REG. #19644

04/24/2026
DATE

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04/24/2026
DATE

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APPLICANT

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GRAPHIC SCALE

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(IN FEET)
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M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet. Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
4600 POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

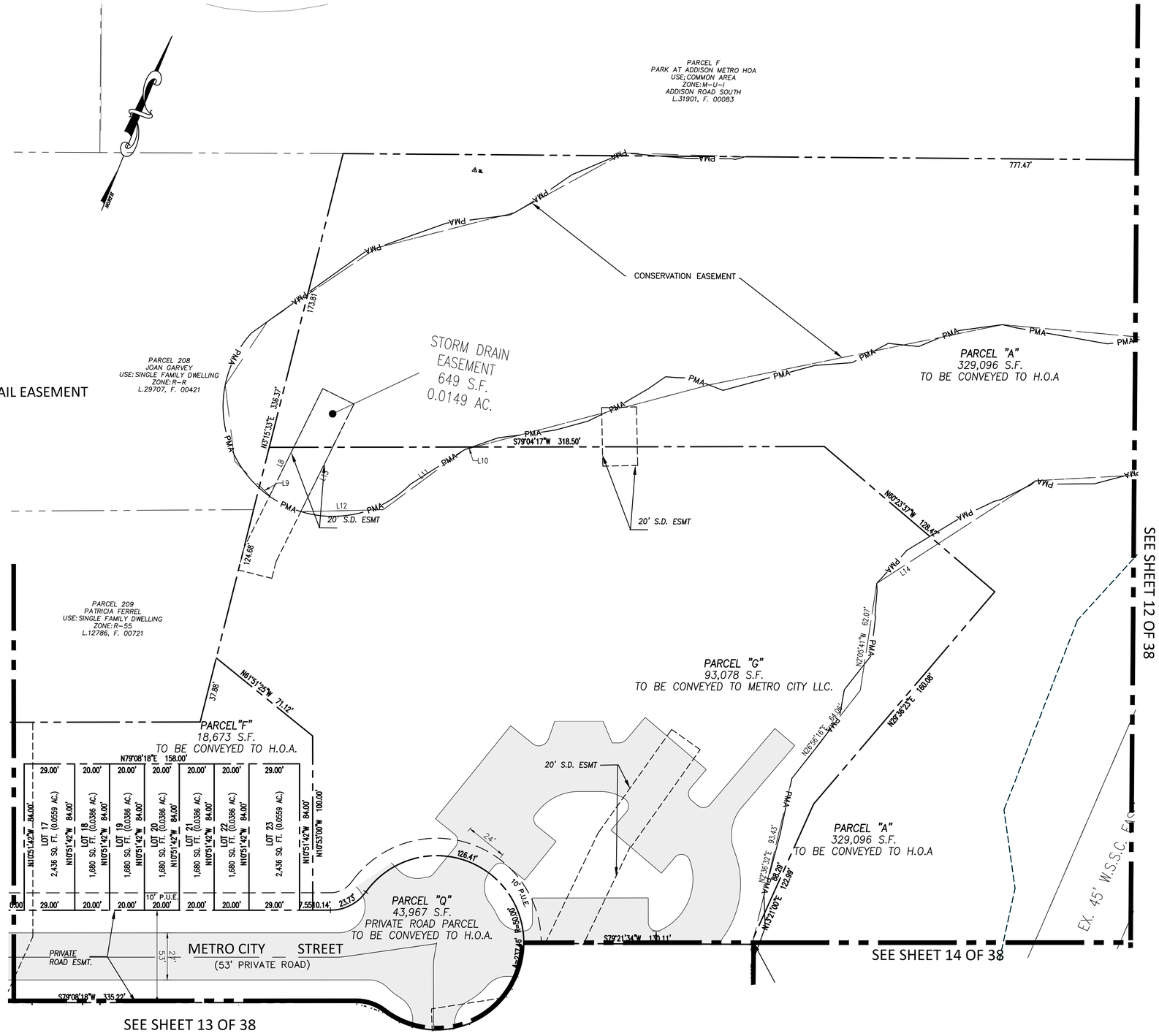
PARCEL AND LOT
LAYOUT PLAN
DSP-25002

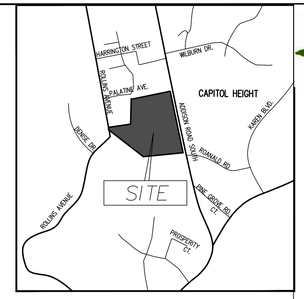
REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 10 OF 38

LEGEND:

- LOT LINE
- P.U.E
- PROPERTY LINE
- PROP. CURB
- SD EASEMENT
- WSSC EASEMENT
- HIKER AND BIKER TRAIL EASEMENT





VICINITY MAP
SCALE: 1"= 2000'

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PROFESSIONAL ENGINEER

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1-800-257-7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

GRAPHIC SCALE
30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

THIS BLOCK FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

PARCEL AND LOT LAYOUT PLAN
DSP-25002

REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 11 OF 38

LEGEND:

- LOT LINE
- P.U.E
- PROPERTY LINE
- PROP. CURB
- SD EASEMENT
- WSSC EASEMENT
- HIKER AND BIKER TRAIL EASEMENT

UTILITY CERTIFICATION:

I HEREBY CERTIFY THAT THE EXISTING AND/OR PROPOSED UNDERGROUND UTILITY INFORMATION SHOWN HEREON HAS BEEN CORRECTLY DUPLICATED FROM UTILITY COMPANY RECORDS, FURTHER THAT THIS PROJECT HAS BEEN CAREFULLY COORDINATED WITH EACH INVOLVED UTILITY COMPANY, AND ALL AVAILABLE UNDERGROUND UTILITY INFORMATION RELATIVE TO THIS PLAN HAS BEEN SOLICITED FROM THEM.

MASSOUD TOWHIDI, P.E.
MD. REG. #19644

04/24/2026
DATE

I HEREBY CERTIFY THAT THE GRADING SHOWN ON THIS PLAN CONFORMS WITH SUBTITLE 32, DIVISION TWO OF THE PRINCE GEORGE'S COUNTY CODE AND THAT I HAVE INSPECTED THIS SITE AND THAT ALL DRAINAGE ON TO THIS SITE FROM OTHER UPGRADE PROPERTIES, AND FROM THIS SITE ONTO OTHER DOWNGRADE PROPERTIES HAS BEEN ADDRESSED IN SUBSTANTIAL ACCORDANCE WITH APPLICABLE CODES.

MASSOUD TOWHIDI, P.E.
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04/24/2026
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STATE OF MARYLAND · MASSOUD TOWHIDI · NO. 19644 · REGISTERED PROFESSIONAL ENGINEER

APPLICANT

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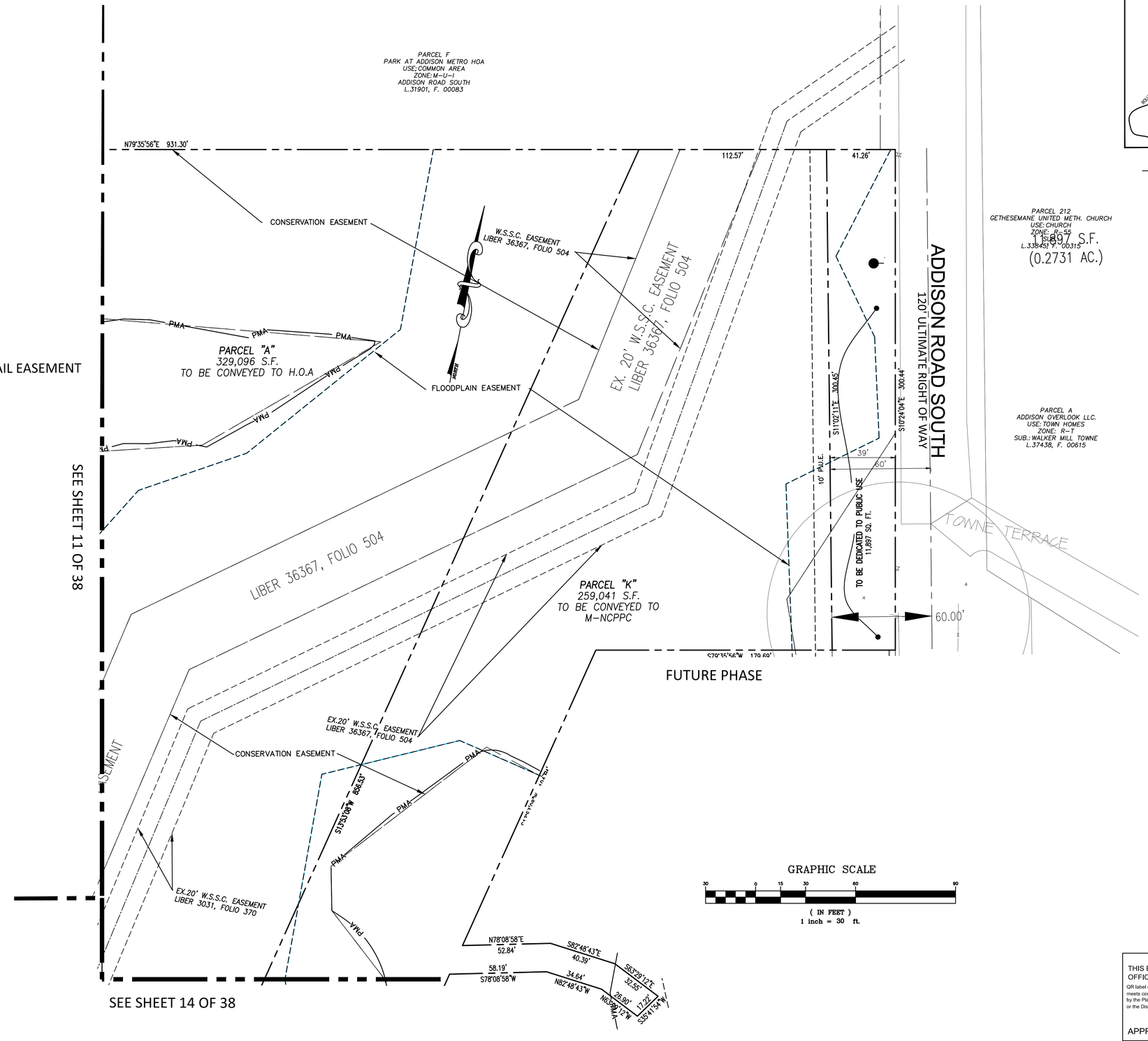

GRAPHIC SCALE

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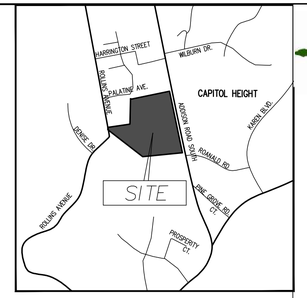

VICINITY MAP
SCALE: 1"= 2000'

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SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

PARCEL AND LOT LAYOUT PLAN
DSP-25002

REVISIONS

DATE:	MARCH, 2026
DWN. JK	CHECKED MT
SCALE:	AS SHOWN
PROJECT/FILE NO.	15-026
SHEET NO.	12 OF 38

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APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

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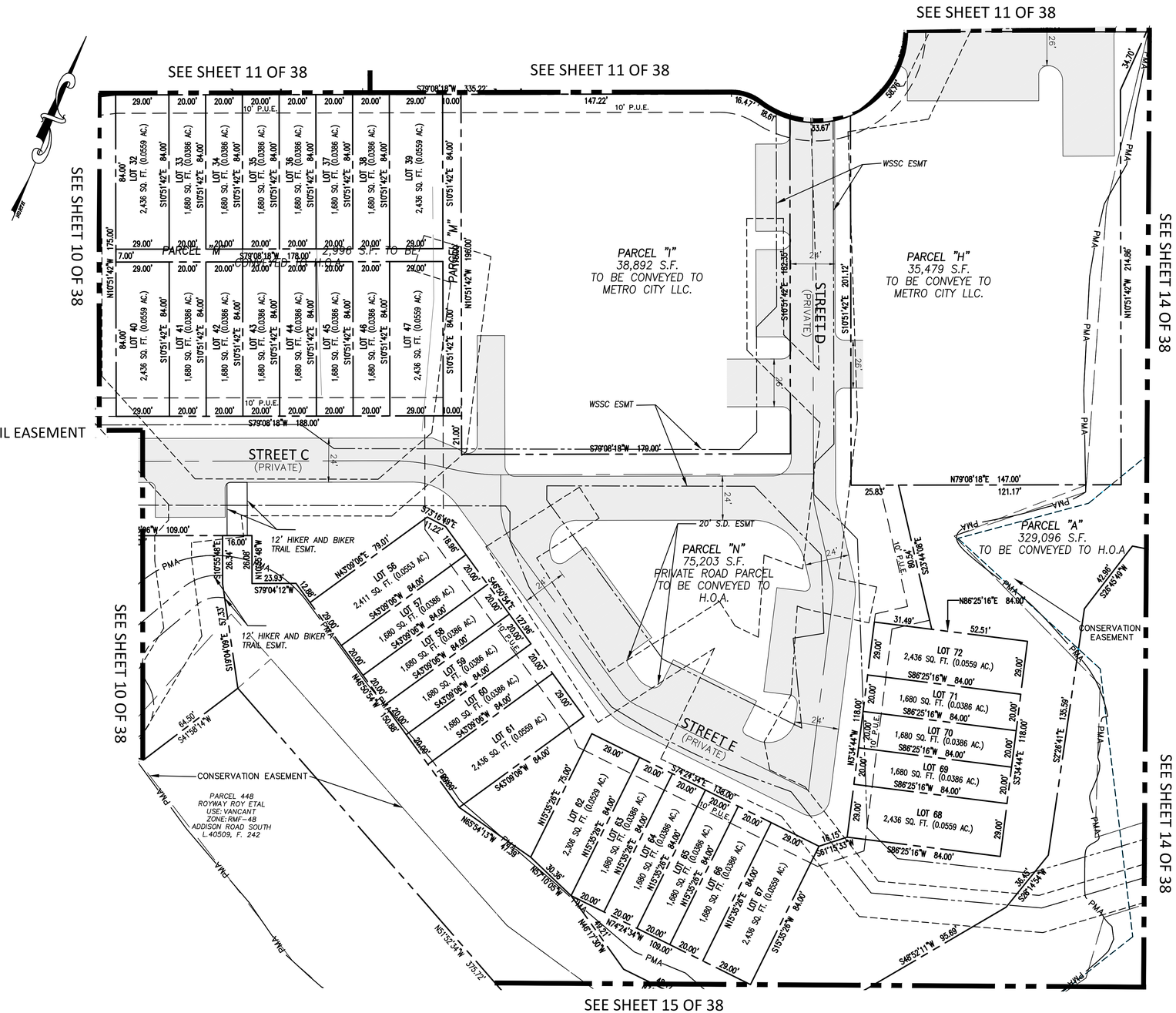

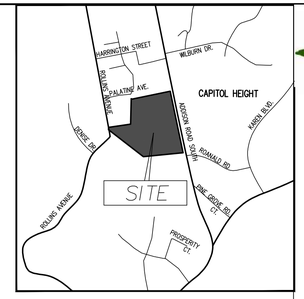

VICINITY MAP

SCALE: 1"= 2000'

LEGEND:

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DPIE PERMIT NUMBER: 00000-0000-00

GRAPHIC SCALE

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(IN FEET)
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APPROVAL

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PROJECT NUMBER: DSP-25002

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METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

PARCEL AND LOT LAYOUT PLAN
DSP-25002

REVISIONS

DATE: MARCH, 2026

DWN.	CHECKED
JK	MT

SCALE: AS SHOWN

PROJECT/FILE NO. 15-026

SHEET NO. 13 OF 38

LEGEND:

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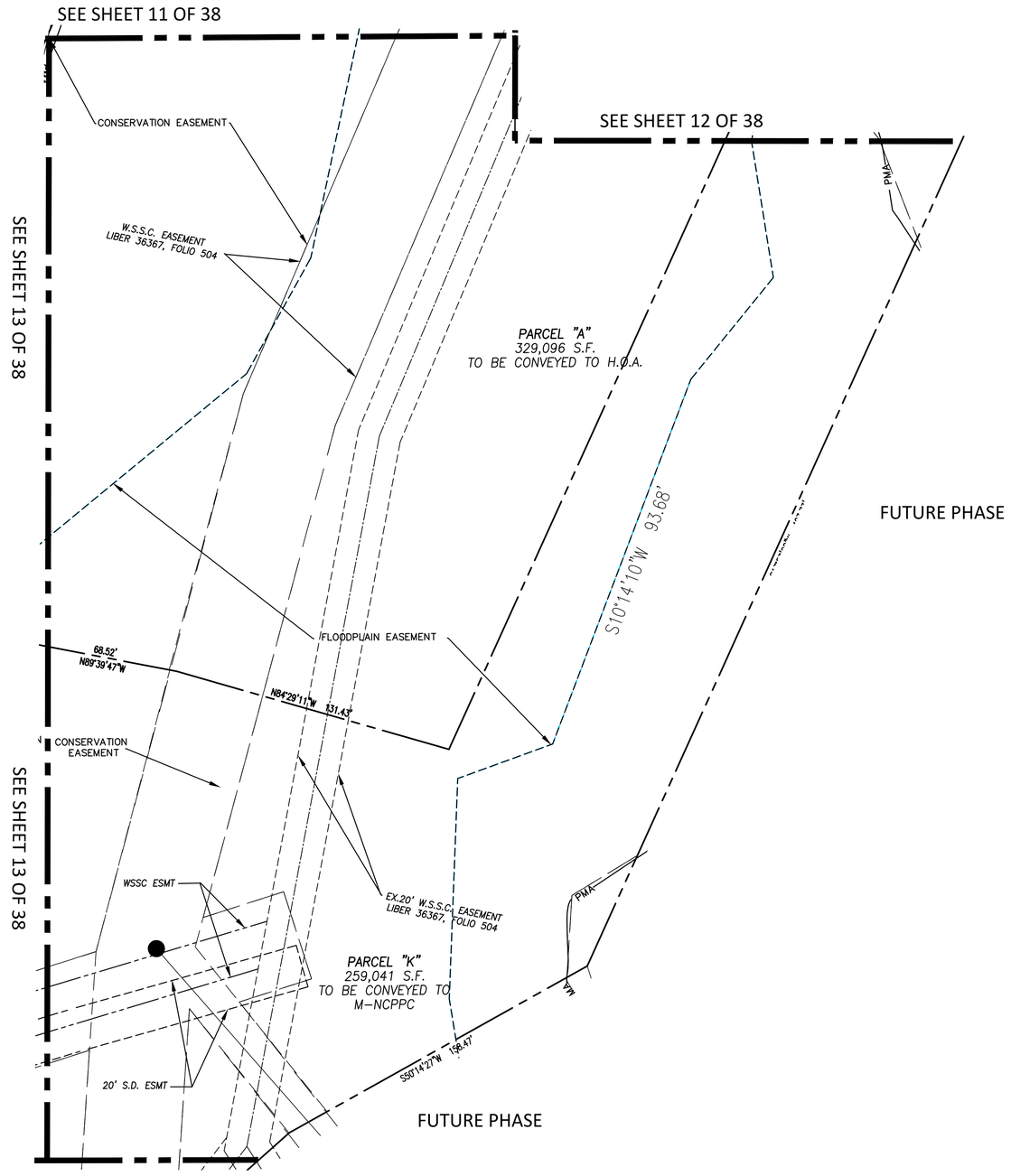

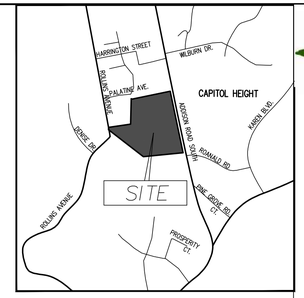

VICINITY MAP
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METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

PARCEL AND LOT LAYOUT PLAN
DSP-25002

REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 14 OF 38

LEGEND:

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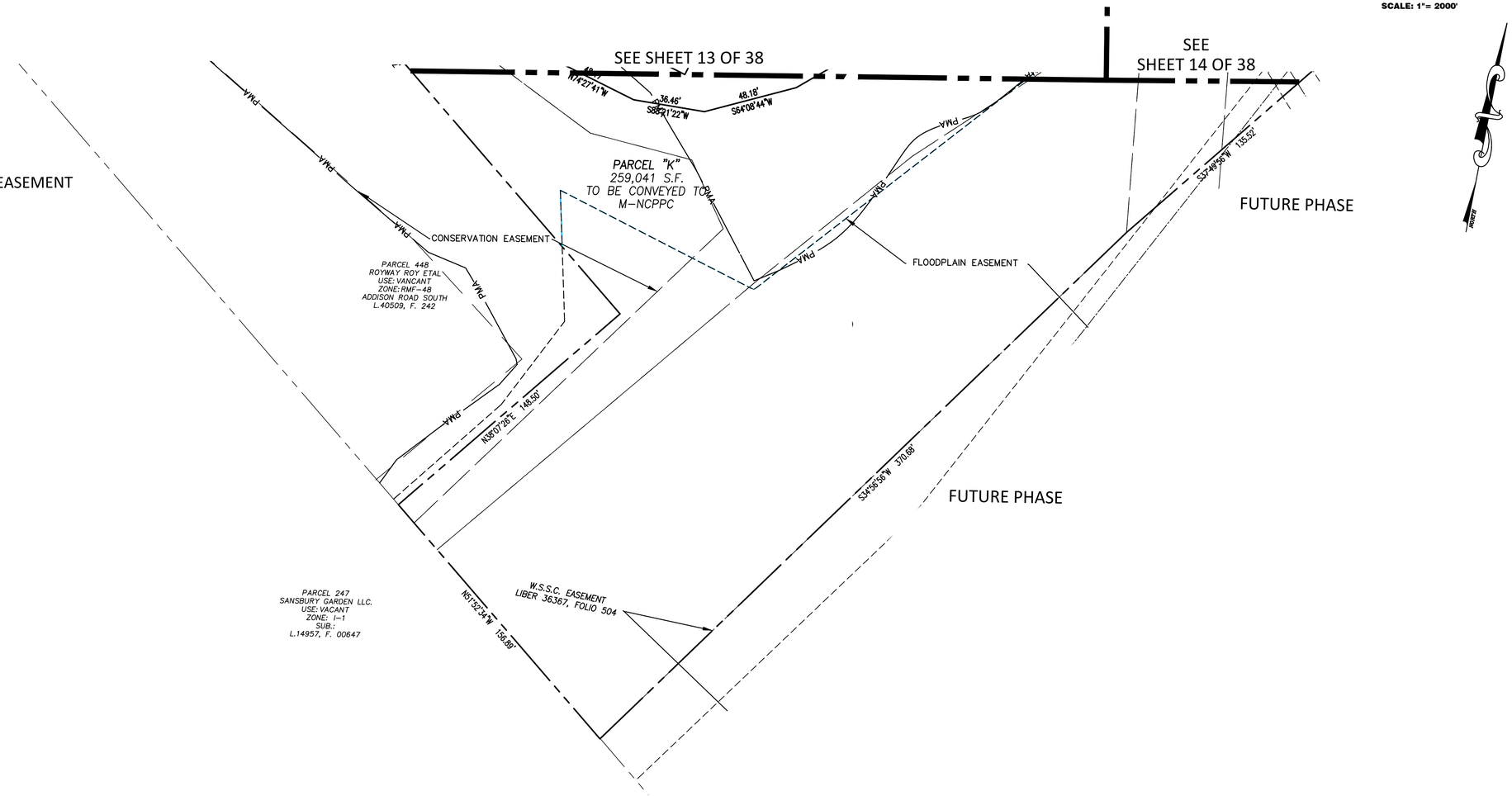

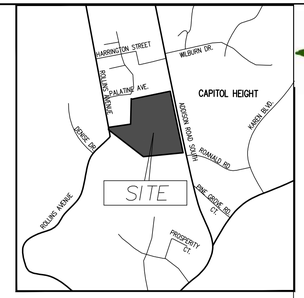

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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

PARCEL AND LOT LAYOUT PLAN
DSP-25002

REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 15 OF 38

PARCEL H - ASSISTED LIVING FACILITY

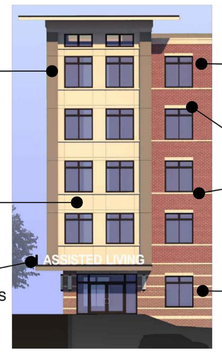
ELEVATION @ STREET D (MAIN ENTRY)

ELEVATION @ METRO CITY DRIVE (MAIN ENTRY)

BUILDING MATERIALS:

METAL WALL PANEL - DRIFTWOOD MICA

METAL WALL PANEL - OYSTER



BRICK - BURGUNDY BLEND

BRICK - QUAKER BLEND

BRICK - RUBIGO RED VELOUR

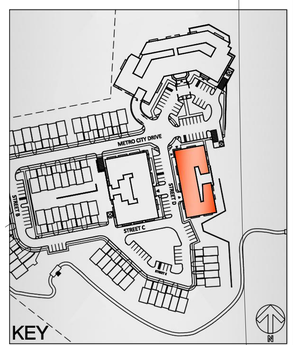
SIGNAGE
- 3D ACRYLIC DIMENSIONAL LETTERS
- BOTTOM RAIL MOUNT
- FULLY LIGHTED
- 2" THICK X 24" TALL

PROPOSED FDC LOCATION

FDC

BRONZE METALLIC

TYPICAL EXTERIOR WALL SCONCE
- 8"W X 31"H
- LED LIGHTING
- BRONZE METALLIC FINISH



Redlef Group ARCHITECTS
ARCHITECTURE - PLANNING - INTERIOR DESIGN
6902 FORBES BLVD. (T) 301.577.6066
LANHAM, MD 20706 (F) 301.577.6001
(W) www.redlefgroup.com

METRO CITY - PHASE I

1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

23 APRIL 2026

PARCEL "H"

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

STATE OF MARYLAND
MASSOUD TOMOIH
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05/05/2026

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METRO CITY
1100 ROLLINS AVE.
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
BUILDING ELEVATIONS

REVISIONS

DATE: MAY., 2021
DWN. JK | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 15-026
SHEET NO. 16 OF 38

PARCEL H - ASSISTED LIVING FACILITY

ELEVATION @ BUILDING REAR

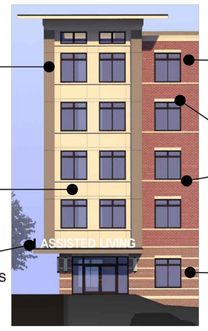
ELEVATION @ STREET C

BUILDING MATERIALS:

METAL WALL PANEL - DRIFTWOOD MICA

METAL WALL PANEL - OYSTER

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



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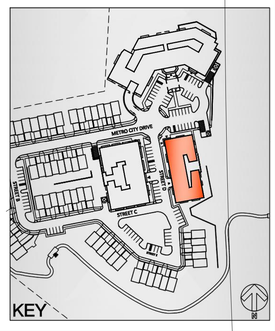

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23 APRIL 2026

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05/05/2026

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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
BUILDING ELEVATIONS

REVISIONS

DATE: MAY., 2026
DWN. JK | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 15-026
SHEET NO. 17 OF 38

PARCEL I - SENIOR LIVING BUILDING

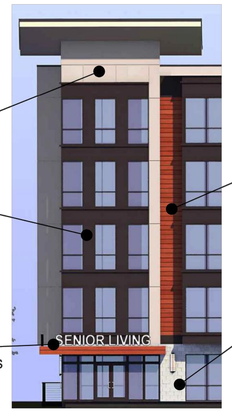
ELEVATION @ STREET D (MAIN ENTRY)

ELEVATION @ METRO CITY DRIVE MAIN ENTRY)

BUILDING MATERIALS:

METAL WALL PANEL - ALABASTER

METAL WALL PANEL - TBL BLACK



FAUX WOOD LAP SIDING - MAHOGANY

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

SIGNAGE
- 3D ACRYLIC DIMENSIONAL LETTERS
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PROPOSED FDC LOCATION

FDC

BLACK

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- 8"W X 31"H
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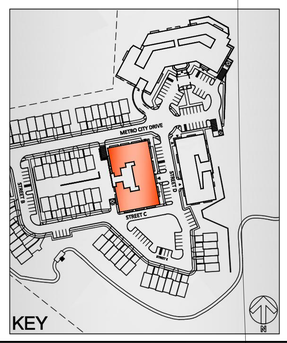

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STATE OF MARYLAND — MASSOUD TOMIDI — NO. 19644 — REGISTERED PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 19644, Expiration Date: 04/18/2027."

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APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1-800-257-7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
4600 POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
BUILDING ELEVATIONS

REVISIONS

DATE: APRIL, 2026
DWN. JK | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 15-026
SHEET NO. 18 OF 38

PARCEL I - SENIOR LIVING BUILDING

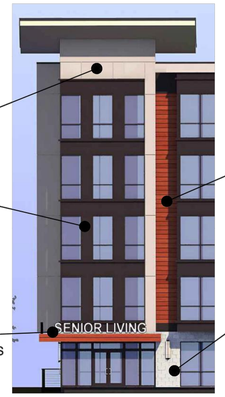
ELEVATION @ BUILDING REAR

ELEVATION @ STREET C

BUILDING MATERIALS:

METAL WALL PANEL - ALABASTER

METAL WALL PANEL - TBL BLACK



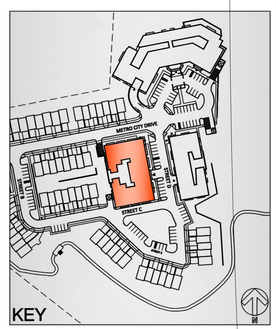
FAUX WOOD LAP SIDING - MAHOGANY

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

BLACK

TYPICAL EXTERIOR WALL SCONCE
- 8"W X 31"H
- LED LIGHTING
- BLACK FINISH

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



Redlef Group ARCHITECTS
ARCHITECTURE - PLANNING - INTERIOR DESIGN
6902 FORBES BLVD, LANHAM, MD 20706
(T) 301.577.6066
(F) 301.577.6001
(W) www.redlefgroup.com

METRO CITY - PHASE I

1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

23 APRIL 2026

PARCEL "I"

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

05/05/2026

STATE OF MARYLAND
MASSOUD TOMICH
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION

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APPROVAL

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PROJECT NUMBER: DSP-25002

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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
BUILDING ELEVATIONS

REVISIONS

DATE: APRIL, 2026
DWN. JK | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 15-026
SHEET NO. 19 OF 38

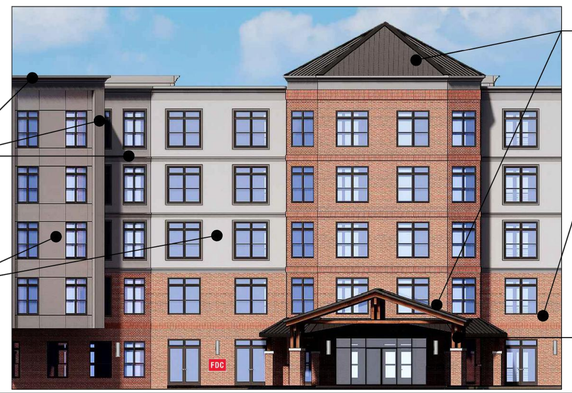
PARCEL G - SENIOR LIVING BUILDING

ELEVATION @ METRO CITY DRIVE (MAIN ENTRY)

BUILDING MATERIALS:

EIFS & TRIM-
GRAY FLANNEL

EIFS-
TWILIGHT GRAY



STANDING SEAM METAL
ROOF -
SLATE GREY

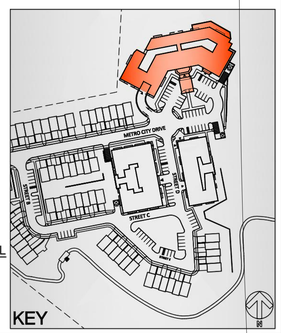
BRICK -
BURGUNDY BLEND

WOOD FINISH -
MAHOGANY

PROPOSED FDC LOCATION

FDC

TYPICAL EXTERIOR WALL
SCONCE
- 8"W X 22"H
- LED LIGHTING
- GRAPHITE FINISH



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(W) www.redlefgroup.com

METRO CITY - PHASE I

1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

23 APRIL 2026

PARCEL "G"

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

05/05/2026

STATE OF MARYLAND
MASOUD TOMAN
NO. 19644
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PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION

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APPROVAL

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PROJECT NUMBER: DSP-25002

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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
BUILDING ELEVATIONS

REVISIONS

DATE: MAY 2026

DWN.	CHECKED
JK	MT

SCALE: N.T.S.

PROJECT/FILE NO. 15-026

SHEET NO. 20 OF 38

PARCEL G - SENIOR LIVING BUILDING

ELEVATION @ BUILDING REAR

BUILDING MATERIALS:

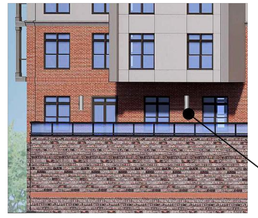
EIFS & TRIM-
GRAY FLANNEL

EIFS-
TWILIGHT GRAY

METAL GARAGE SCREENING
DEVICES -
BLACK

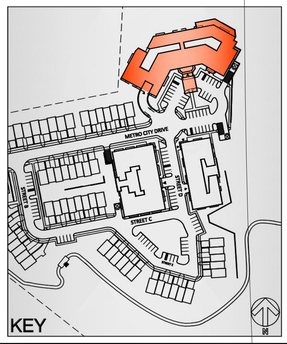
BRICK -
BURGUNDY BLEND

SPLIT-FACE
CMUY



TYPICAL EXTERIOR WALL
SCONCE

- 8"W X 22"H
- LED LIGHTING
- GRAPHITE FINISH



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6902 FORBES BLVD. (T) 301.577.6066
LANHAM, MD 20706 (F) 301.577.6001
(W) www.redlefgroup.com

METRO CITY - PHASE I

1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

23 APRIL 2026

PARCEL "G"

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

05/05/2026

STATE OF MARYLAND
MASSOUD TOMICH
NO. 19644
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APPROVAL

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PROJECT NUMBER: DSP-25002

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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
BUILDING ELEVATIONS

REVISIONS

DATE: MAY, 2026	
DWN. JK	CHECKED MT
SCALE: N.T.S.	
PROJECT/FILE NO. 15-026	
SHEET NO. 21 OF 38	

PARCEL G - SENIOR LIVING BUILDING

ELEVATION @ METRO CITY DRIVE (LEFT SIDE)

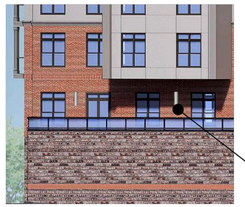
BUILDING MATERIALS:

EIFS & TRIM-
GRAY FLANNEL

EIFS-
TWILIGHT GRAY

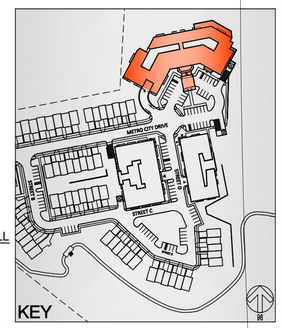
METAL GARAGE SCREENING
DEVICES -
BLACK

BRICK -
BURGUNDY BLEND



TYPICAL EXTERIOR WALL
SCONCE
- 8"W X 22"H
- LED LIGHTING
- GRAPHITE FINISH

SPLIT-FACE
CMU



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6902 FORBES BLVD.
LANHAM, MD. 20706
(T) 301.577.6066
(F) 301.577.6001
(W) www.redlefgroup.com

METRO CITY - PHASE I

1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

23 APRIL 2026

PARCEL "G"

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

05/05/2026

STATE OF MARYLAND
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NO. 19644
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APPROVAL

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PROJECT NUMBER: DSP-25002

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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
BUILDING ELEVATIONS

REVISIONS

DATE: MAY., 2026
DWN. JK | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 15-026
SHEET NO. 22 OF 38

PARCEL G - SENIOR LIVING BUILDING

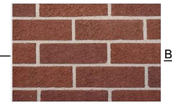
ELEVATION @ RIGHT SIDE

BUILDING MATERIALS:

EIFS & TRIM-
GRAY FLANNEL

EIFS-
TWILIGHT GRAY

METAL GARAGE SCREENING
DEVICES -
BLACK

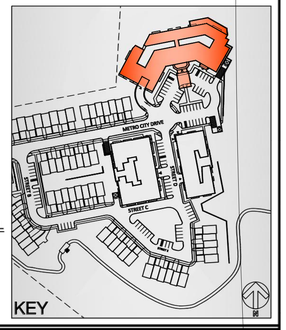


BRICK -
BURGUNDY BLEND

SPLIT-FACE
CMU

TYPICAL EXTERIOR WALL
SCONCE

- 8"W X 22"H
- LED LIGHTING
- GRAPHITE FINISH



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LANHAM, MD 20706 (F) 301.577.6001
(W) www.redlefgroup.com

METRO CITY - PHASE I

1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

23 APRIL 2026

PARCEL "G"

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

05/05/2026

STATE OF MARYLAND
MASSOUD TOMOIH
NO. 19644
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APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

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MISS UTILITY
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48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

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CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
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OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
BUILDING ELEVATIONS

REVISIONS

DATE: MAY, 2026

DWN.	CHECKED
JK	MT

SCALE: N.T.S.

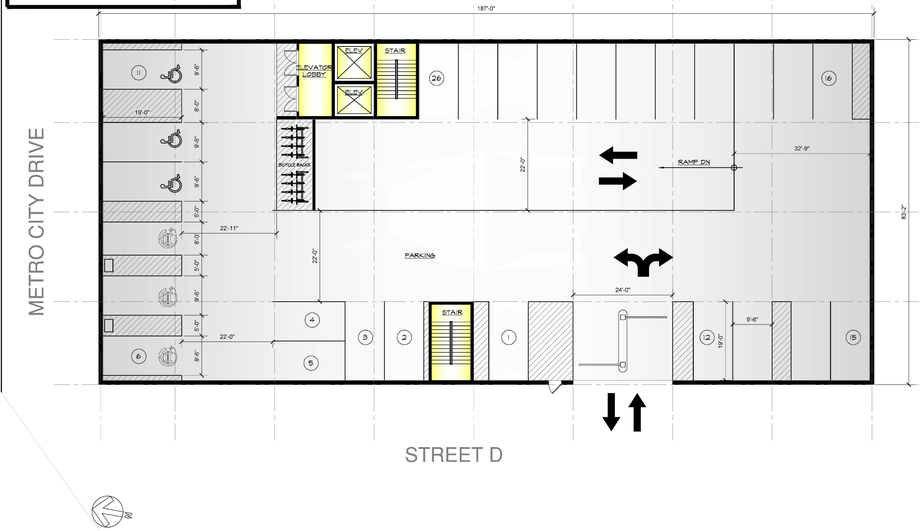
PROJECT/FILE NO. 15-026

SHEET NO. 23 OF 34

PARCEL H - ASSISTED LIVING FACILITY

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET



LEGEND:

PARKING
CIRCULATION

PARKING:

UNDERGROUND PARKING:
LEVEL P1 = 26 SPACES
LEVEL P2 = 30 SPACES
LEVEL P3 = 30 SPACES
TOTAL = 86 SPACES

STREET PARKING = 7 SPACES

TOTAL PARKING = 93 SPACES

LOADING = 1 SPACE

UNDERGROUND PARKING INCLUDES:
- ELECTRIC CHARGING PARKING = 3 SPACES
- BIKE RACK (8 BICYCLES)
- HANDICAP SPACES PARKING = 9 SPACES

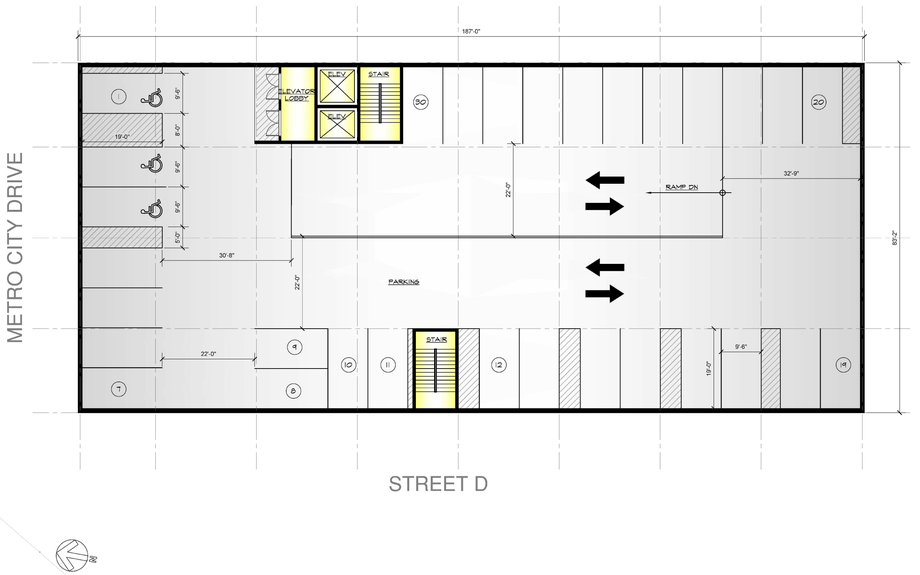
KEY

PROPOSED PARKING LEVEL P1

Redlef Group ARCHITECTS
ARCHITECTURE - PLANNING - INTERIOR DESIGN
6902 FORBES BLVD. (T) 301.577.6066
LANHAM, MD. 20706 (F) 301.577.6065
(W) www.redlefgroup.com

METRO CITY - PHASE I
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
10 MARCH 2022

PARCEL H - ASSISTED LIVING FACILITY



LEGEND:

PARKING
CIRCULATION

PARKING:

UNDERGROUND PARKING:
LEVEL P1 = 26 SPACES
LEVEL P2 = 30 SPACES
LEVEL P3 = 30 SPACES
TOTAL = 86 SPACES

STREET PARKING = 7 SPACES

TOTAL PARKING = 93 SPACES

LOADING = 1 SPACE

UNDERGROUND PARKING INCLUDES:
- ELECTRIC CHARGING PARKING = 3 SPACES
- BIKE RACK (8 BICYCLES)
- HANDICAP SPACES PARKING = 9 SPACES

KEY

PROPOSED TYPICAL PARKING LEVELS P2 & P3

Redlef Group ARCHITECTS
ARCHITECTURE - PLANNING - INTERIOR DESIGN
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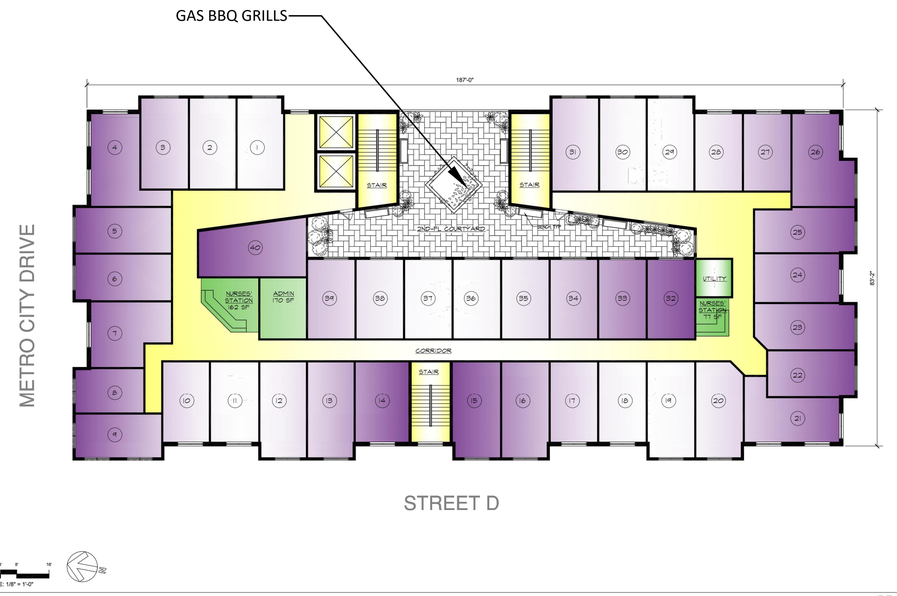
(W) www.redlefgroup.com

METRO CITY - PHASE I
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
10 MARCH 2022

PARCEL H - ASSISTED LIVING FACILITY



LEGEND:

PARKING
CIRCULATION
BUILDING MANAGEMENT/ ADMIN
AMENITY SPACE
ROOMS

AMENITY SPACE = 6,379 SF

SCALE: 1/8" = 1'-0"

KEY

PROPOSED FLOOR PLAN - FLOOR 2

Redlef Group ARCHITECTS
ARCHITECTURE - PLANNING - INTERIOR DESIGN
6902 FORBES BLVD. (T) 301.577.6066
LANHAM, MD. 20706 (F) 301.577.6065
(W) www.redlefgroup.com

METRO CITY - PHASE I
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
23 APRIL 2026

PARCEL H - ASSISTED LIVING FACILITY

LEGEND:

PARKING
CIRCULATION
BUILDING MANAGEMENT/ ADMIN
AMENITY SPACE
ROOMS

AMENITY SPACE = 6,379 SF

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APPROVAL

PROJECT NAME:	METRO CITY
PROJECT NUMBER:	DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

SCALE: 1/8" = 1'-0"

KEY

PROPOSED FLOOR PLAN - GROUND LEVEL

Redlef Group ARCHITECTS
ARCHITECTURE - PLANNING - INTERIOR DESIGN
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LANHAM, MD. 20706 (F) 301.577.6065
(W) www.redlefgroup.com

METRO CITY - PHASE I
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
23 APRIL 2026

PARCEL "H PARKING LAYOUT

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

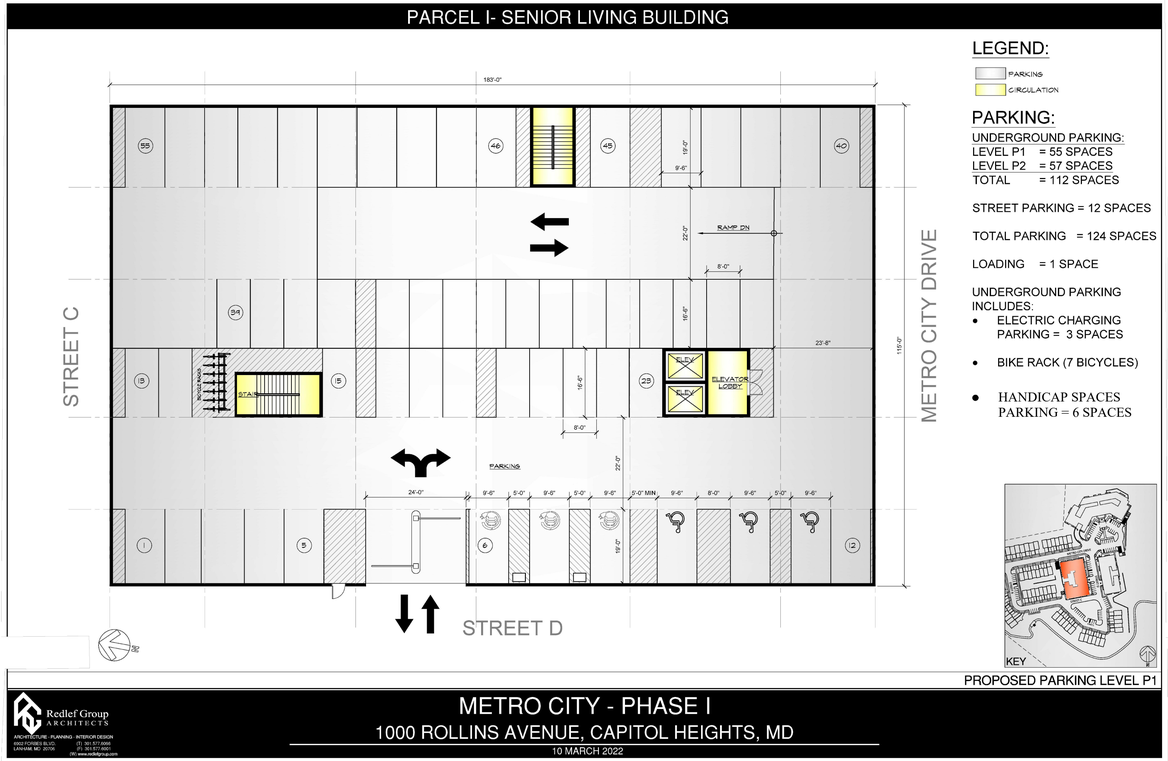
METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

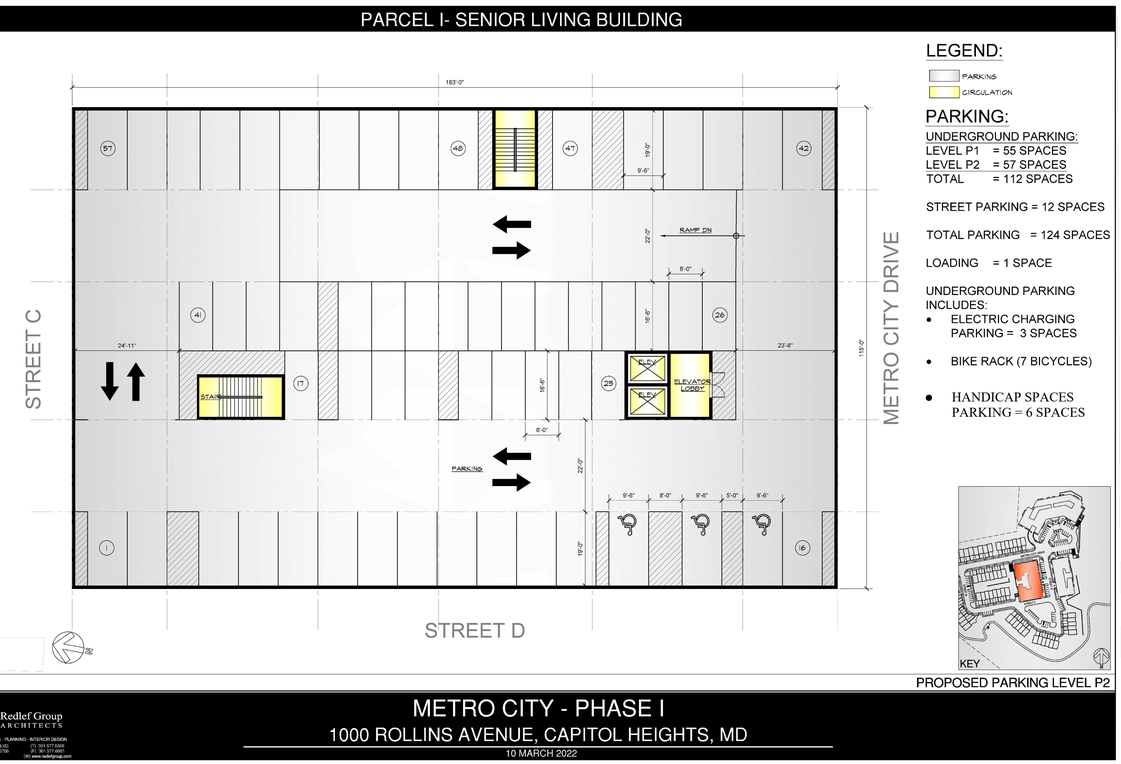
DETAIL SHEET
UNDERGROUND PARKING

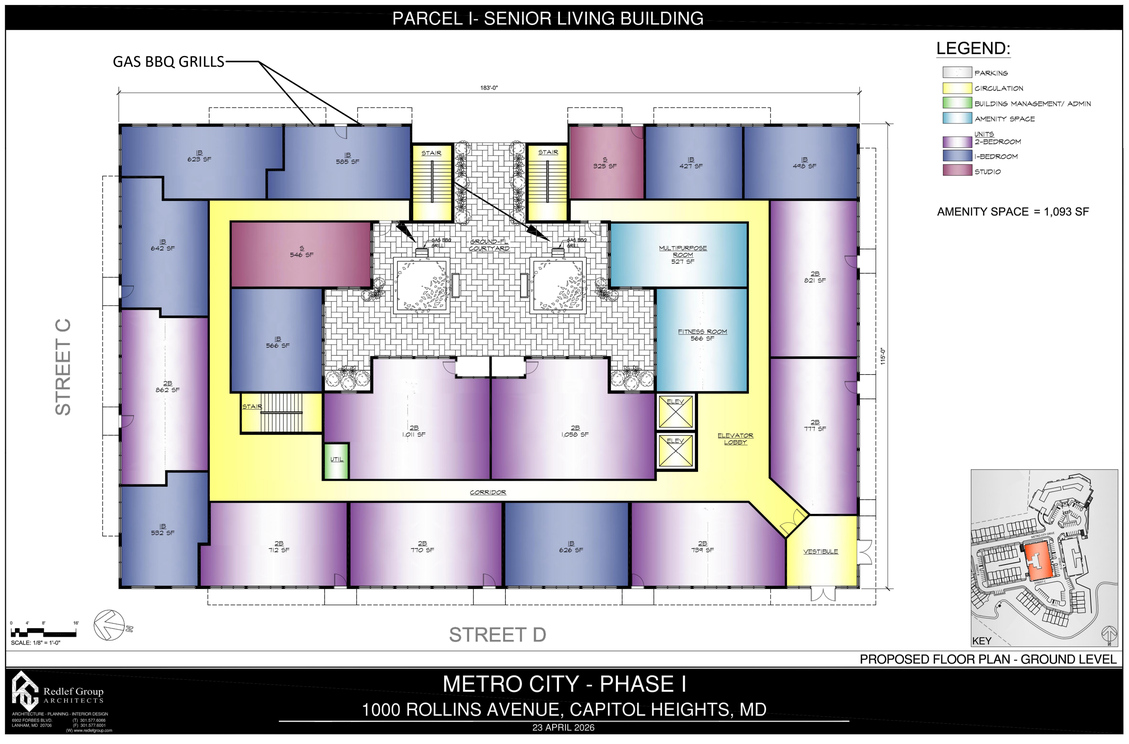
REVISIONS

DATE: APRIL, 2026
DWN. JK | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 15-026
SHEET NO. 24 OF 38

PARCEL "I" PARKING LAYOUT AND FIRE OUTDOOR GRILL LOCATION







APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
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APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
UNDERGROUND PARKING

REVISIONS

DATE:	MARCH., 2026
DWN. JK	CHECKED MT
SCALE:	N.T.S.
PROJECT/FILE NO.	15-026
SHEET NO.	25 OF 38

PARCEL G- SENIOR LIVING BUILDING

PARKING:

UNDERGROUND PARKING:
LEVEL P1 = 73 SPACES
LEVEL P2 = 72 SPACES
TOTAL = 145 SPACES

STREET PARKING = 27 SPACES

TOTAL PARKING = 172 SPACES

LOADING = 1 SPACE

UNDERGROUND PARKING INCLUDES:
- ELECTRIC CHARGING PARKING = 4 SPACES
- HANDICAP SPACES PARKING = 8 SPACES
- BIKE RACK (10 BICYCLES)

LEGEND:
PARKING
CIRCULATION
BUILDING MANAGEMENT/ ADMIN

PROPOSED PARKING LEVEL P1

Redlef Group ARCHITECTS
ARCHITECTURE - PLANNING - INTERIOR DESIGN
6902 FORBES BLVD. LANHAM, MD. 20706
(T) 301.577.5066 (F) 301.577.5003
(W) www.redlefgroup.com

METRO CITY - PHASE I
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
10 MARCH 2022

PARCEL G- SENIOR LIVING BUILDING

PARKING:

UNDERGROUND PARKING:
LEVEL P1 = 73 SPACES
LEVEL P2 = 72 SPACES
TOTAL = 145 SPACES

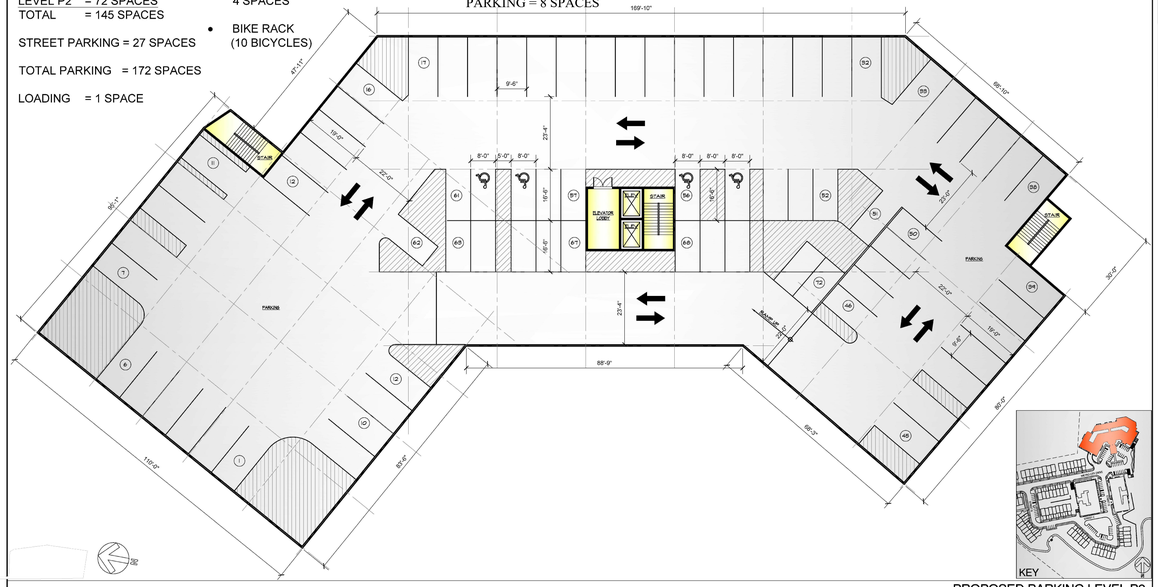
STREET PARKING = 27 SPACES

TOTAL PARKING = 172 SPACES

LOADING = 1 SPACE

UNDERGROUND PARKING INCLUDES:
- ELECTRIC CHARGING PARKING = 4 SPACES
- HANDICAP SPACES PARKING = 8 SPACES
- BIKE RACK (10 BICYCLES)

LEGEND:
PARKING
CIRCULATION



PROPOSED PARKING LEVEL P2

Redlef Group ARCHITECTS
ARCHITECTURE - PLANNING - INTERIOR DESIGN
6902 FORBES BLVD. LANHAM, MD. 20706
(T) 301.577.5066 (F) 301.577.5003
(W) www.redlefgroup.com

METRO CITY - PHASE I
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
10 MARCH 2022

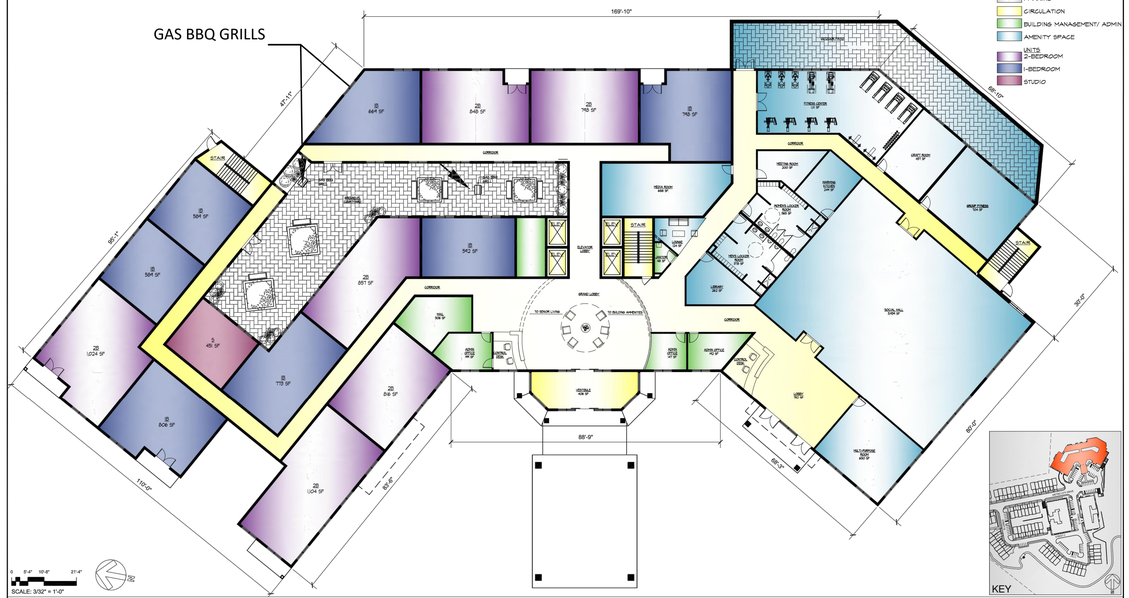
PARCEL "G" PARKING LAYOUT AND FIRE OUTDOOR GRILL LOCATION

PARCEL G- SENIOR LIVING BUILDING

AMENITY SPACE = 9,087 SF

GAS BBQ GRILLS

LEGEND:
PARKING
CIRCULATION
BUILDING MANAGEMENT/ ADMIN
AMENITY SPACE
UNITS
2-BEDROOM
1-BEDROOM
STUDIO



PROPOSED FLOOR PLAN - GROUND LEVEL

Redlef Group ARCHITECTS
ARCHITECTURE - PLANNING - INTERIOR DESIGN
6902 FORBES BLVD. LANHAM, MD. 20706
(T) 301.577.5066 (F) 301.577.5003
(W) www.redlefgroup.com

METRO CITY - PHASE I
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD
23 APRIL 2026

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1-800-257-7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

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APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
UNDERGROUND PARKING

REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 15-026
SHEET NO. 26 OF 38

FRONT ELEVATIONS

REAR ELEVATIONS

MISS UTILITY
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APPLICANT

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ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

03/04/2026
STATE OF MARYLAND
MASSOUD TOWFIGH
NO. 19644
REGISTERED
PROFESSIONAL ENGINEER

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 19644, Expiration Date: 04/18/2027."

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APPROVAL

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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
TOWNHOUSE ELEVATIONS

REVISIONS

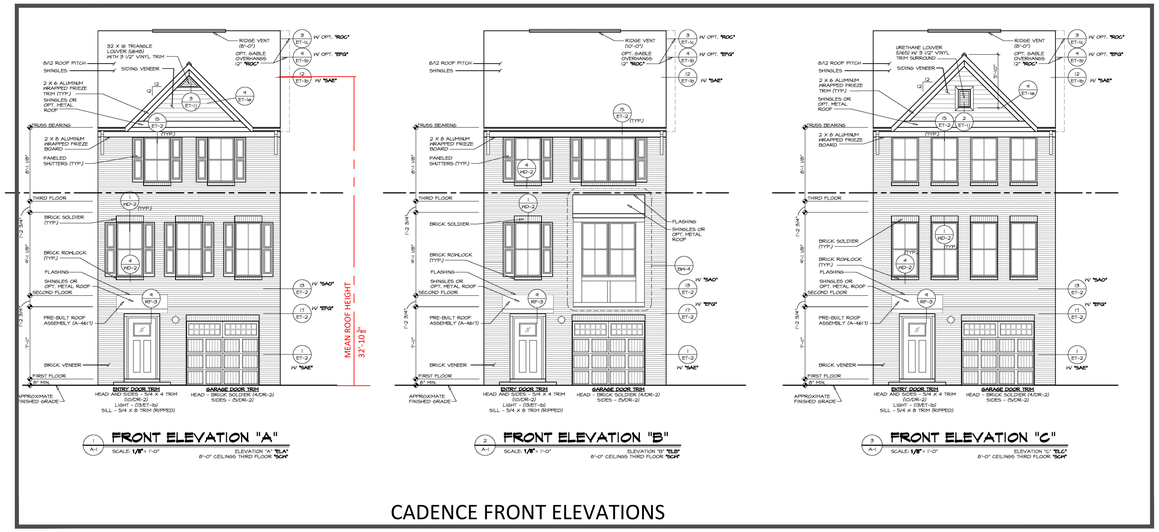
DATE: JAN., 2025

DWN.	CHECKED
JK	MT

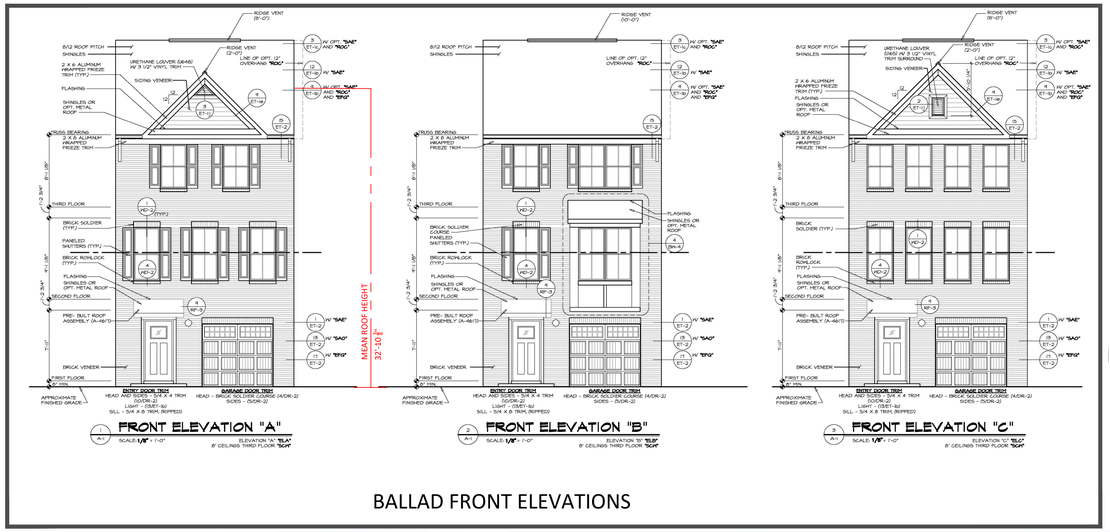
SCALE: N.T.S.

PROJECT/FILE NO. 15-026

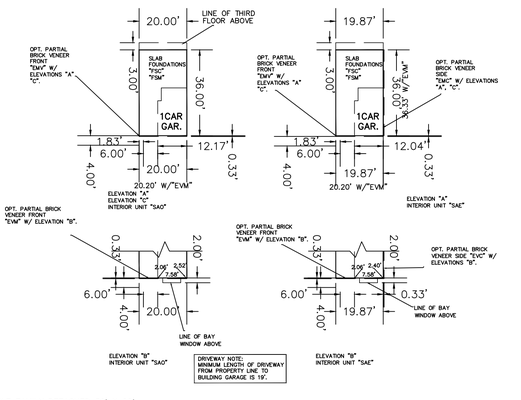
SHEET NO. 27 OF 38



CADENCE FRONT ELEVATIONS

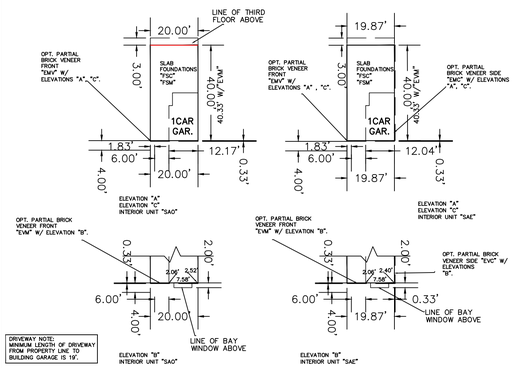


BALLAD FRONT ELEVATIONS



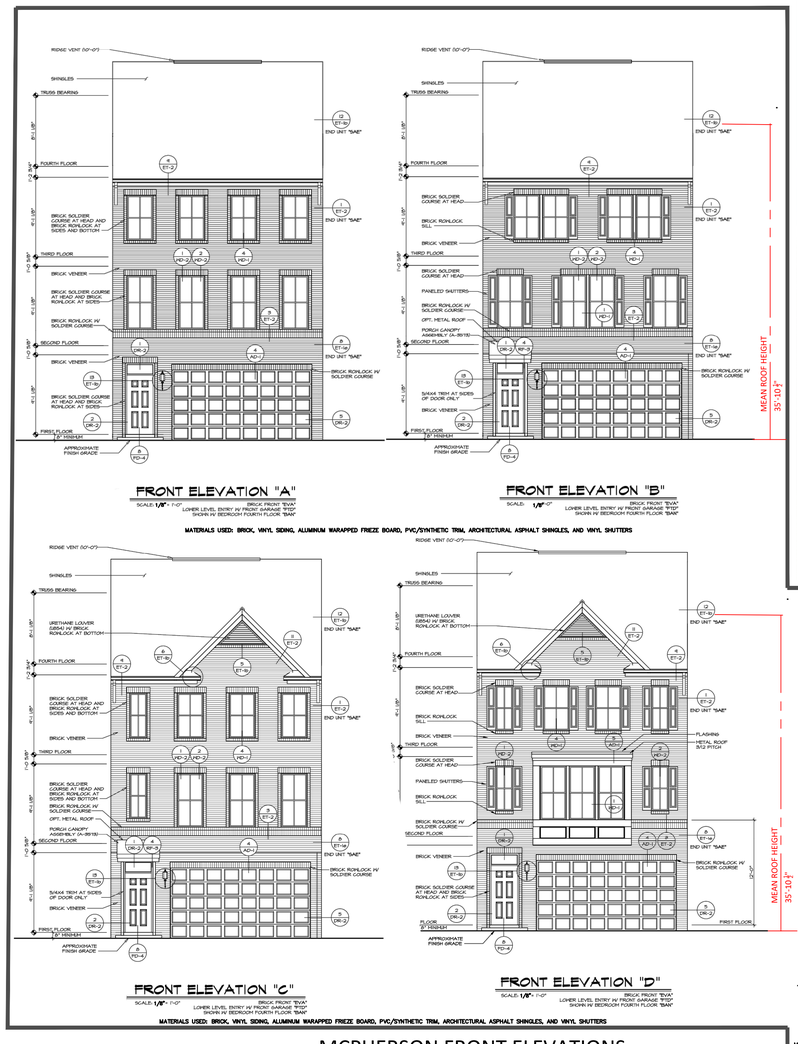
SINGLE FAMILY DETACHED 36' X 20'
GARAGE FRONT
BUILDING HEIGHT=32'-10 3/8"
DRIVEWAY TO BE ASPHALT
ELEVATIONS: A, B AND C

BALLAD HOUSE MODEL

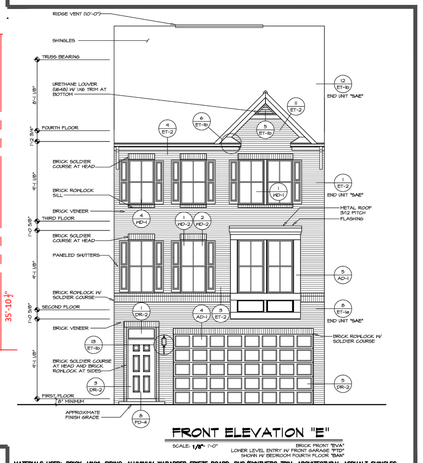


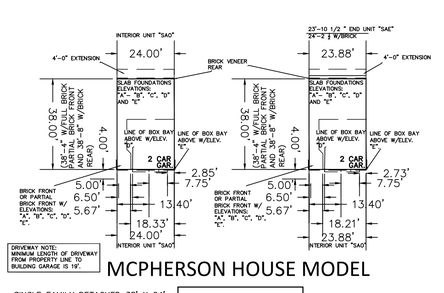
CADENCE HOUSE MODEL

SINGLE FAMILY DETACHED 30' X 20'
GARAGE FRONT
BUILDING HEIGHT=32'-10 3/8"
DRIVEWAY TO BE ASPHALT
ELEVATIONS: A, B, AND C



MCPHERSON FRONT ELEVATIONS





MCPHERSON HOUSE MODEL

SINGLE FAMILY DETACHED 38' X 24'
42' X 24' WITH 4' EXTENSION
GARAGE FRONT
BUILDING HEIGHT=35'-10 1/2"
DRIVEWAY TO BE ASPHALT
ELEVATIONS: A, B, C ,D AND E

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APPROVAL

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PROJECT NUMBER: DSP-25002

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METRO CITY
METRO CITY STREET
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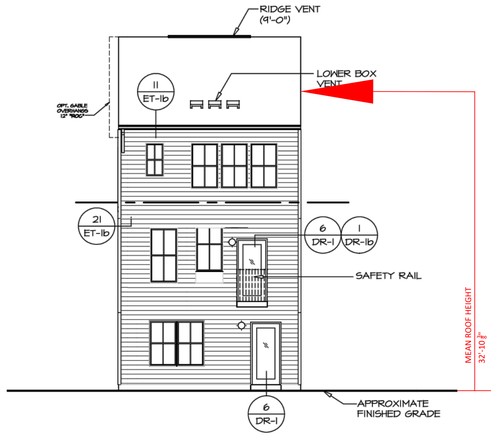
DETAIL SHEET
TOWNHOUSE ELEVATIONS

REVISIONS

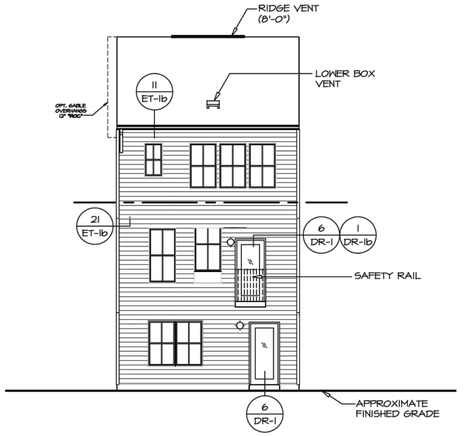
DATE: MAy, 2026
DWN. JK
CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 15-026
SHEET NO. 28 OF 38



1 A-2c **REAR ELEVATION**

SCALE: 1/8" = 1'-0"

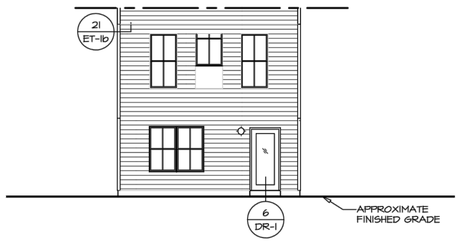
8' CEILINGS THIRD FLOOR "SCW"
SINGLE PATIO DOOR KITCHEN "DOK"
FOUNDATION REAR STUD WALL "FFA"
ELEVATIONS "M" "ELM"



1 A-2c **REAR ELEVATION**

SCALE: 1/8" = 1'-0"

8' CEILINGS THIRD FLOOR "SCW"
SINGLE PATIO DOOR KITCHEN "DOK"
FOUNDATION REAR STUD WALL "FFA"
ELEVATIONS "A", "B", "C", "K", AND "L"
"ELA""ELB" "ELC" "ELK" "ELL"



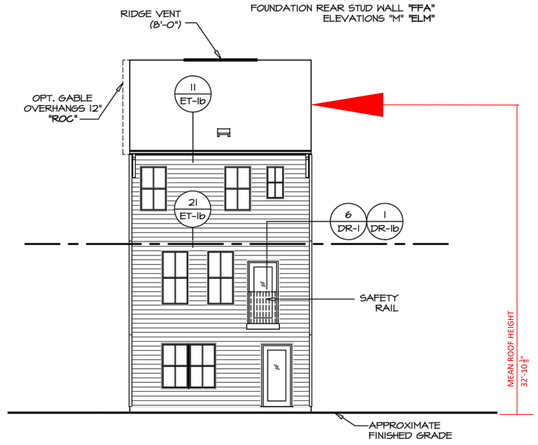
3 A-2c **PARTIAL REAR ELEVATION**

SCALE: 1/8" = 1'-0"

WINDOW(S) KITCHEN REAR "WMK"
FOUNDATION REAR STUD WALL "FFA"

CADENCE REAR ELEVATIONS

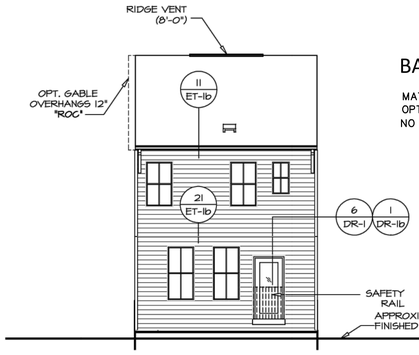
MATERIALS TO BE USED TO MATCH THE FRONT ELEVATION : VINYL SIDING, ALUMINUM WARAPPED FRIEZE BOARD, ARCHITECTURAL ASPHALT SHINGLES, AND ALUMINUM SAFETY RAIL.
OPTIONAL 10' X 16' FREESTANDING DECKS WILL BE OFFERED (COMPOSITE DECKING MATERIAL).
NO SIDE ELEVATION OF THE BALLAD HOUSE MODEL IS SHOWN BECAUSE THIS PRODUCT WILL ONLY BE USED AS AN INTERIOR UNIT.



2 A-2b **REAR ELEVATION**

SCALE: 1/8" = 1'-0"

SINGLE PATIO DOOR KITCHEN "DOK"
8' CEILINGS THIRD FLOOR "SCW"
FOUNDATION REAR STUD WALL "FFA"



5 A-2b **REAR ELEVATION**

SCALE: 1/8" = 1'-0"

SINGLE PATIO DOOR KITCHEN "DOK"
8' CEILINGS THIRD FLOOR "SCW"
FOUNDATION REAR MASONRY WALL "FFF"

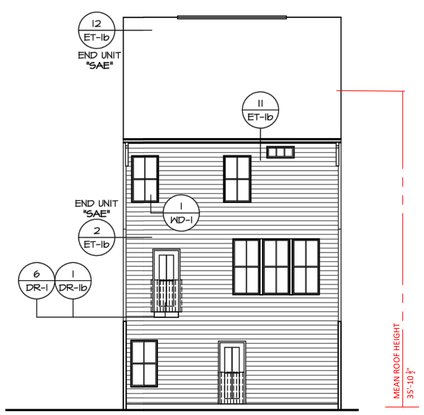
BALLAD REAR ELEVATIONS

MATERIALS TO BE USED TO MATCH THE FRONT ELEVATION : VINYL SIDING, ALUMINUM WARAPPED FRIEZE BOARD, ARCHITECTURAL ASPHALT SHINGLES, AND ALUMINUM SAFETY RAIL.
OPTIONAL 10' X 16' FREESTANDING DECKS WILL BE OFFERED (COMPOSITE DECKING MATERIAL).
NO SIDE ELEVATION OF THE BALLAD HOUSE MODEL IS SHOWN BECAUSE THIS PRODUCT WILL ONLY BE USED AS AN INTERIOR UNIT.

3 A-2b **PARTIAL REAR ELEVATION**

SCALE: 1/8" = 1'-0"

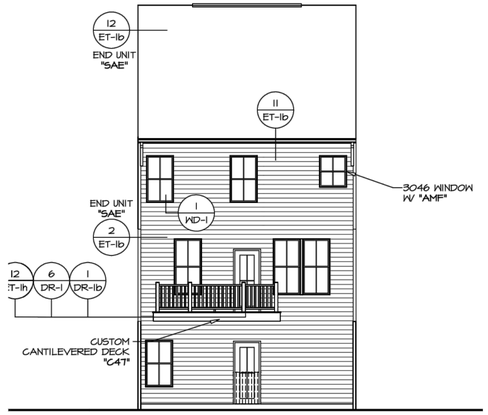
WINDOW KITCHEN REAR "WMK"
FOUNDATION REAR STUD WALL "FFA"



1 A-2b **REAR ELEVATION**

SCALE: 1/8" = 1'-0"

LOWER LEVEL ENTRY W/ FRONT GARAGE "FTD"
FOUNDATION REAR STUD WALL "FFA"

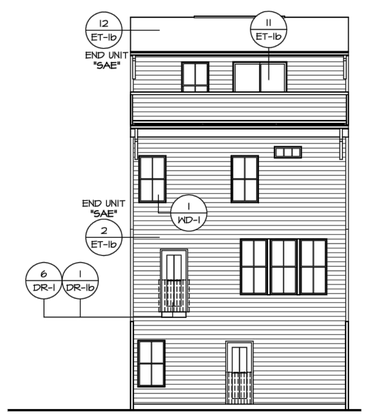


2 A-2b **REAR ELEVATION**

SCALE: 1/8" = 1'-0"

LOWER LEVEL ENTRY W/ FRONT GARAGE "FTD"
FOUNDATION REAR STUD WALL "FFA"
SHOWN W/ OWNER'S BATH SOAKING TUB "AMF"
SHOWN W/ EXTENSION TO HOUSE "EDQ"
SHOWN W/ OPT. CUSTOM CANTILEVERED DECK "C4T"

*CANTILIVERED DECK WILL NOT BE OFFERED



3 A-2b **REAR ELEVATION**

SCALE: 1/8" = 1'-0"

LOWER LEVEL ENTRY W/ FRONT GARAGE "FTD"
FOUNDATION REAR STUD WALL "FFA"
BEDROOM FOURTH FLOOR "BAN"

4 A-2b **REAR ELEVATION**

SCALE: 1/8" = 1'-0"

LOWER LEVEL ENTRY W/ FRONT GARAGE "FTD"
FOUNDATION REAR STUD WALL "FFA"
BEDROOM FOURTH FLOOR "BAN"
SHOWN W/ OWNER'S BATH
ROMAN SHOWER "AMS"
SHOWN W/ EXTENSION TO HOUSE "EDQ"
SHOWN W/ OPT. CUSTOM CANTILEVERED DECK "C4T"

*CANTILIVERED DECK WILL NOT BE OFFERED

MCPHERSON REAR ELEVATIONS

MATERIALS TO BE USED TO MATCH THE FRONT ELEVATION : VINYL SIDING, ALUMINUM WARAPPED FRIEZE BOARD, ARCHITECTURAL ASPHALT SHINGLES, ALUMINUM SAFETY RAIL, URETHANE LOUVER, AND PVC/SYNTHETIC TRIM.

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APPROVAL

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PROJECT NUMBER: DSP-25002
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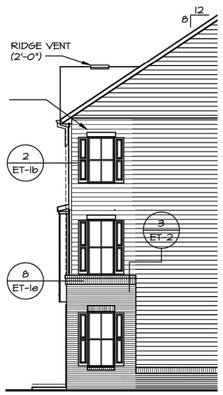
DETAIL SHEET
TOWNHOUSE ELEVATIONS

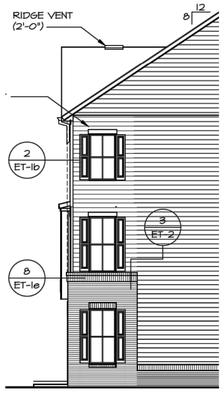
REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 15-026
SHEET NO. 29 OF 38

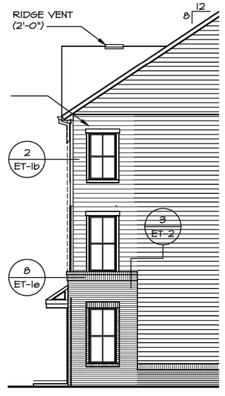
MEAN ROOF HEIGHT 35' 10 1/2"



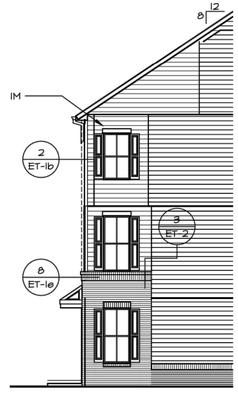
ELEVATION E "ELE"



ELEVATION D "ELD"



ELEVATION C "ELC"

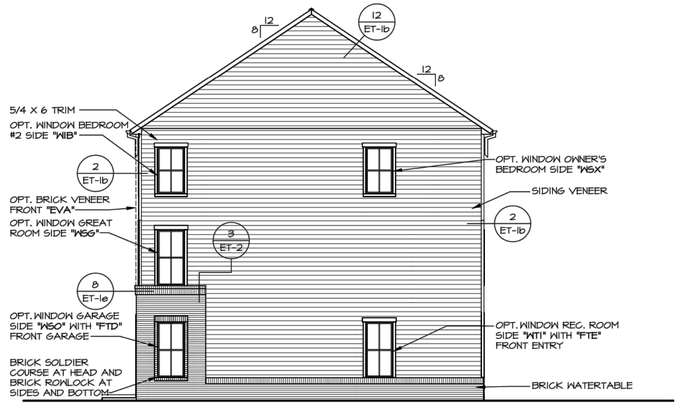


ELEVATION B "ELB"

3 / A-2 PARTIAL RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

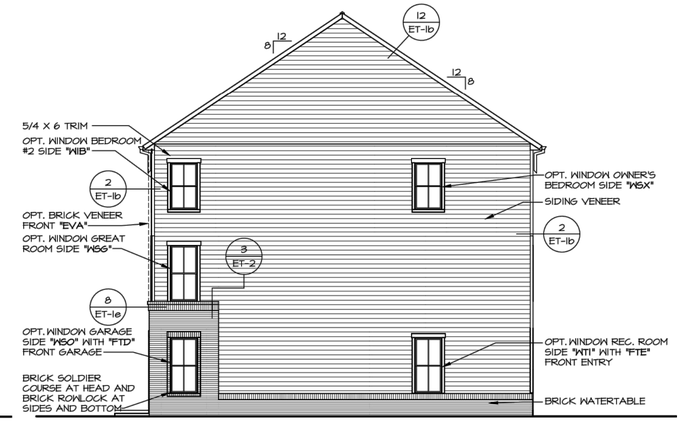
WINDOW GARAGE SIDE "WSO"
OR WINDOW REG. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"



1 / A-2 RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION A "ELA"
WINDOW GARAGE SIDE "WSO"
WINDOW REG. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
WINDOW OWNER'S BEDROOM SIDE "WSX"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"



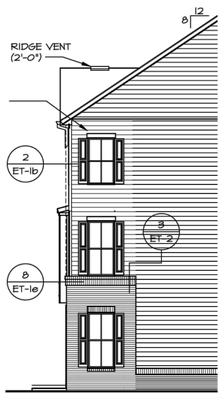
2 / A-2 RIGHT ELEVATION WITH 4 ' EXTENSION.

SCALE: 1/8" = 1'-0"

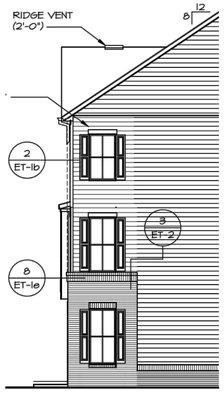
ELEVATION A "ELA"
EXTENSION TO HOUSE "EDQ"
WINDOW GARAGE SIDE "WSO"
WINDOW REG. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
WINDOW OWNER'S BEDROOM SIDE "WSX"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"

MATERIALS USED: BRICK, VINYL SIDING, ALUMINUM WRAPPED FRIEZE BOARD, URETHANE LOUVER, PVC/SYNTHETIC TRIM, ARCHITECTURAL ASPHALT SHINGLES, VINYL SHUTTERS

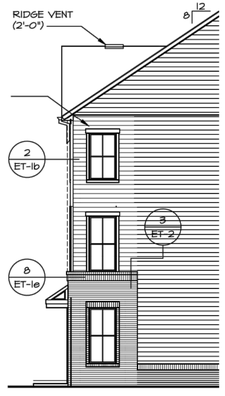
FLOOR HEIGHTS SHOWN ON FRONT ELEVATION



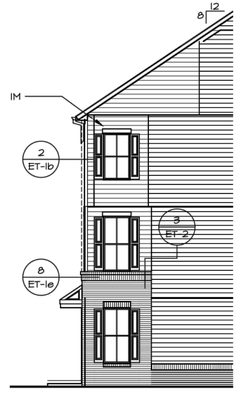
ELEVATION E "ELE"



ELEVATION D "ELD"



ELEVATION C "ELC"

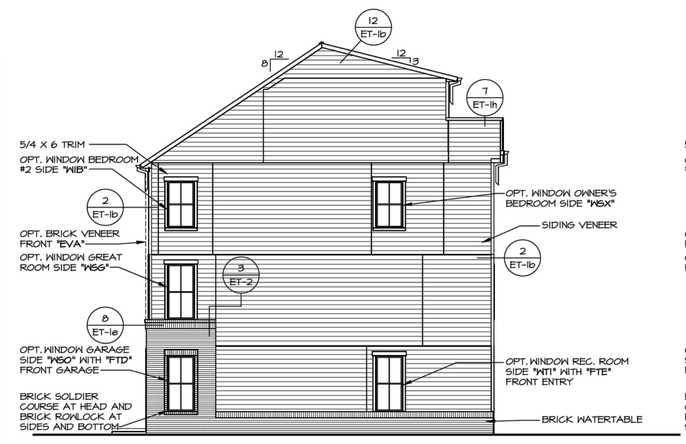


ELEVATION B "ELB"

6 / A-2 PARTIAL RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

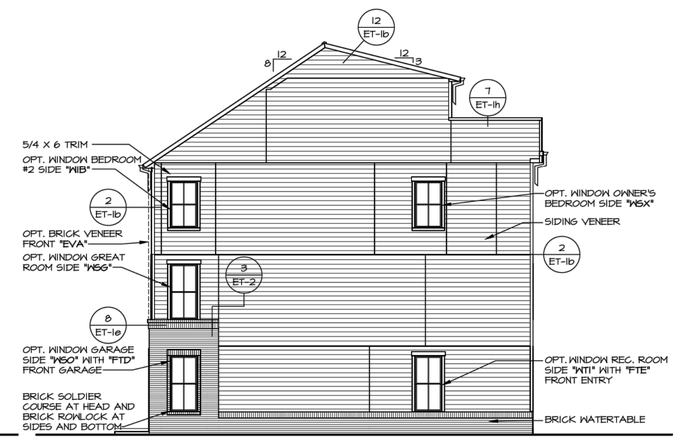
WINDOW GARAGE SIDE "WSO"
OR WINDOW REG. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"



4 / A-2 RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION A "ELA"
BEDROOM FOURTH FLOOR "BAN"
WINDOW GARAGE SIDE "WSO"
WINDOW REG. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
WINDOW OWNER'S BEDROOM SIDE "WSX"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"



5 / A-2 RIGHT ELEVATION WITH 4 ' EXTENSION.

SCALE: 1/8" = 1'-0"

ELEVATION A "ELA"
EXTENSION TO HOUSE "EDQ"
BEDROOM FOURTH FLOOR "BAN"
WINDOW GARAGE SIDE "WSO"
WINDOW REG. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
WINDOW OWNER'S BEDROOM SIDE "WSX"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"

MCPHERSON SIDE ELEVATIONS

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METRO CITY
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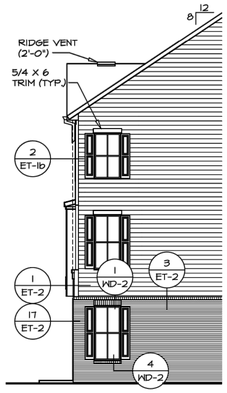
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SHEET
TOWNHOUSE ELEVATIONS

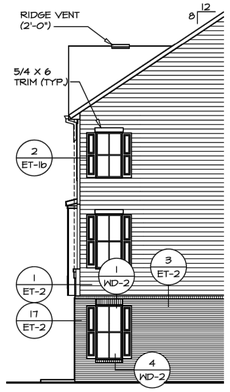
REVISIONS

DATE: MARCH, 2026	
DWN. JK	CHECKED MT
SCALE: N.T.S.	
PROJECT/FILE NO. 15-026	
SHEET NO. 30 OF 38	

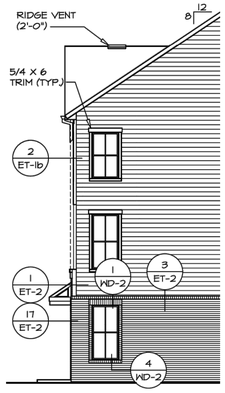
MEAN ROOF HEIGHT 35' 10 1/2"



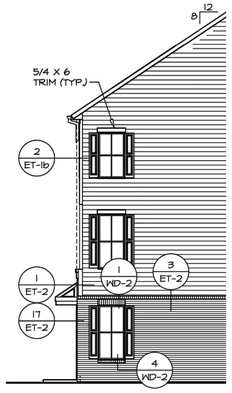
ELEVATION E "ELE"



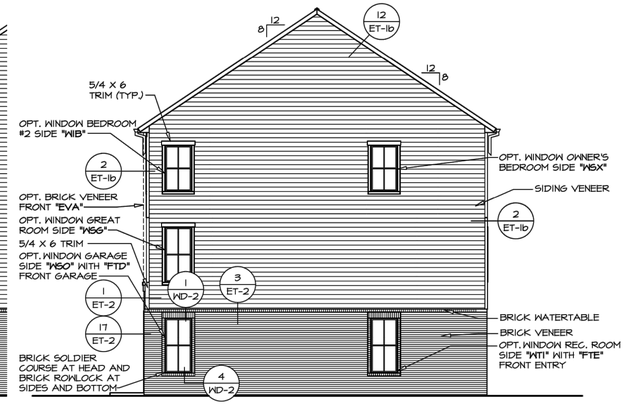
ELEVATION D "ELD"



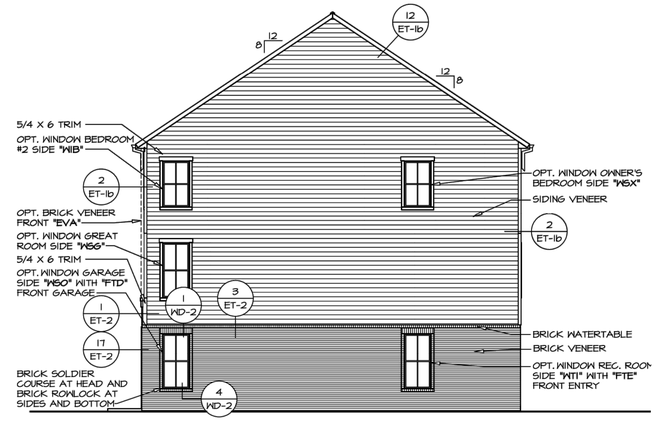
ELEVATION C "ELC"



ELEVATION B "ELB"



HIGHLY VISIBLE END UNIT OPTION:
LOTS 1, 23, 24, 31, 32, 39, 40, 47, 55, 56, 67 , 68 AND 72.



HIGHLY VISIBLE END UNIT OPTION:
LOTS 1, 23, 24, 31, 32, 39, 40, 47, 55, 56, 67 , 68 AND 72.

3 A-2 PARTIAL RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

WINDOW GARAGE SIDE "WSO"
OR WINDOW REC. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"

1 A-2 RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION A "ELA"
WINDOW GARAGE SIDE "WSO"
WINDOW REC. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
WINDOW OWNER'S BEDROOM SIDE "WSX"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"

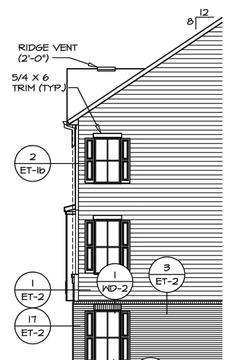
2 A-2 RIGHT ELEVATION WITH 4 ' EXTENSION.

SCALE: 1/8" = 1'-0"

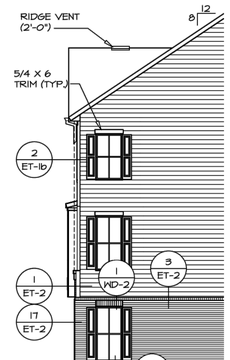
ELEVATION A "ELA"
EXTENSION TO HOUSE "EDQ"
WINDOW GARAGE SIDE "WSO"
WINDOW REC. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
WINDOW OWNER'S BEDROOM SIDE "WSX"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"

MATERIALS USED: BRICK, VINYL SIDING, ALUMINUM WRAPPED FRIEZE BOARD, URETHANE LOUVER, PVC/SYNTHETIC TRIM, ARCHITECTURAL ASPHALT SHINGLES, VINYL SHUTTERS

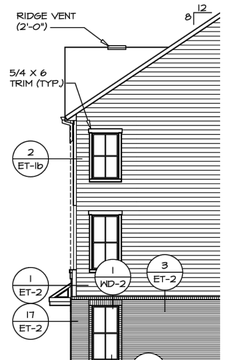
FLOOR HEIGHTS SHOWN ON FRONT ELEVATION



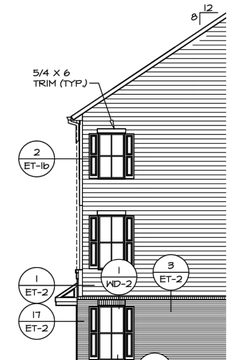
ELEVATION E "ELE"



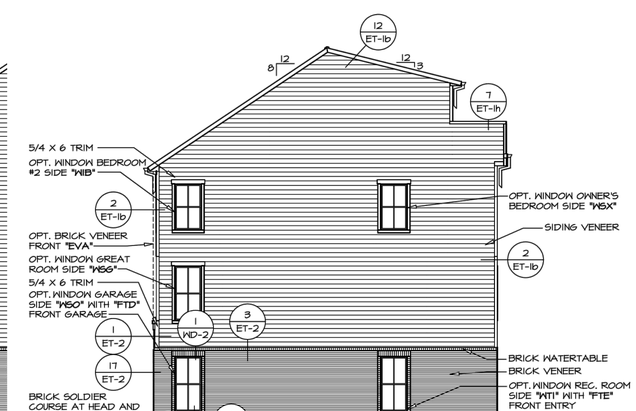
ELEVATION D "ELD"



ELEVATION C "ELC"



ELEVATION B "ELB"



HIGHLY VISIBLE END UNIT OPTION:
LOTS 1, 23, 24, 31, 32, 39, 40, 47, 55, 56, 67 , 68 AND 72.

HIGHLY VISIBLE END UNIT OPTION:
LOTS 1, 23, 24, 31, 32, 39, 40, 47, 55, 56, 67 , 68 AND 72.

6 A-2 PARTIAL RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

WINDOW GARAGE SIDE "WSO"
OR WINDOW REC. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"

4 A-2 RIGHT ELEVATION

SCALE: 1/8" = 1'-0"

ELEVATION A "ELA"
BEDROOM FOURTH FLOOR "BAN"
WINDOW GARAGE SIDE "WSO"
WINDOW REC. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
WINDOW OWNER'S BEDROOM SIDE "WSX"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"

5 A-2 RIGHT ELEVATION WITH 4 ' EXTENSION.

SCALE: 1/8" = 1'-0"

ELEVATION A "ELA"
EXTENSION TO HOUSE "EDQ"
BEDROOM FOURTH FLOOR "BAN"
WINDOW GARAGE SIDE "WSO"
WINDOW REC. ROOM SIDE "WTI"
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EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"

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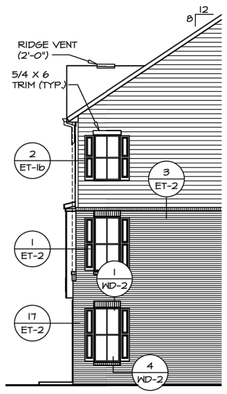
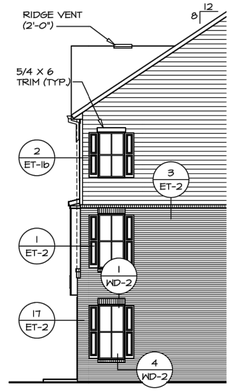
PROJECT/FILE NO. 15-026
SHEET NO. 31 OF 38

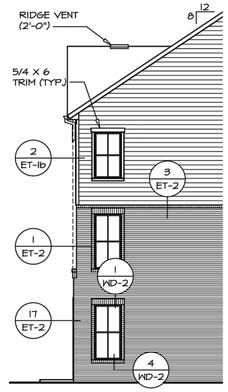
MEAN ROOF HEIGHT 35' 10 1/2"



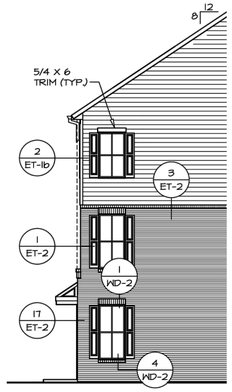
ELEVATION E "ELE"



ELEVATION D "ELD"



ELEVATION C "ELC"



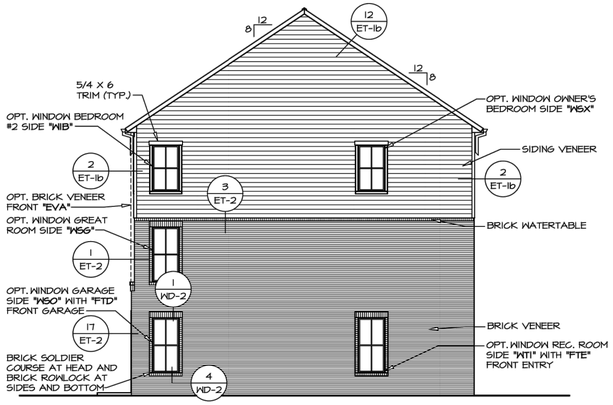
ELEVATION B "ELB"

PARTIAL RIGHT ELEVATION

3 / A-2

SCALE: 1/8" = 1'-0"

WINDOW GARAGE SIDE "WSO"
OR WINDOW REC. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
EXTERIOR TRIM ADDITIONAL SIDE(S) "STP"



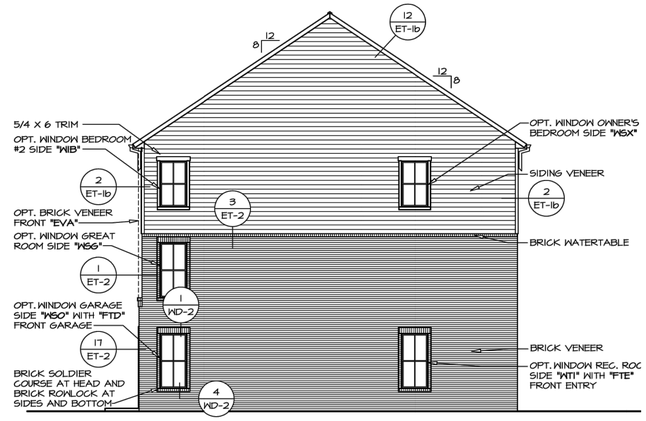
HIGHLY VISIBLE END UNIT OPTION:
LOTS 1 AND 24, A MINIMUM OF TWO FLOORS SHALL BE FINISHED WITH BRICK.

RIGHT ELEVATION

1 / A-2

SCALE: 1/8" = 1'-0"

ELEVATION A "ELA"
WINDOW GARAGE SIDE "WSO"
WINDOW REC. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
WINDOW OWNER'S BEDROOM SIDE "WSX"
EXTERIOR TRIM ADDITIONAI SIDF(S) "STP"



HIGHLY VISIBLE END UNIT OPTION:
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RIGHT ELEVATION WITH 4 ' EXTENSION.

2 / A-2

SCALE: 1/8" = 1'-0"

ELEVATION A "ELA"
EXTENSION TO HOUSE "EDG"
WINDOW GARAGE SIDE "WSO"
WINDOW REC. ROOM SIDE "WTI"
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MATERIALS USED: BRICK, VINYL SIDING, ALUMINUM WRAPPED FRIEZE BOARD, URETHANE LOUVER, PVC/SYNTHETIC TRIM, ARCHITECTURAL ASPHALT SHINGLES, VINYL SHUTTERS

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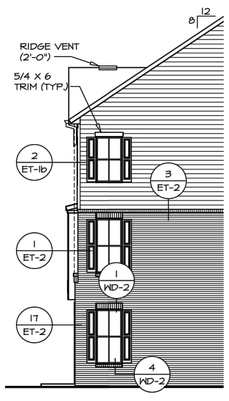
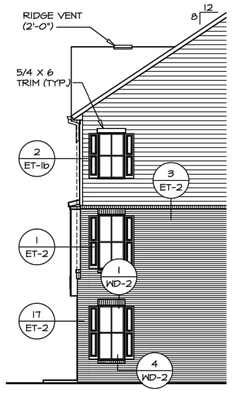
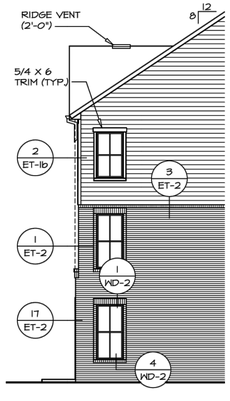


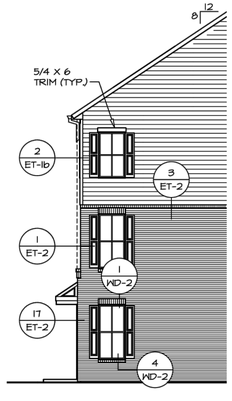
ELEVATION E "ELE"



ELEVATION D "ELD"



ELEVATION C "ELC"



ELEVATION B "ELB"

PARTIAL RIGHT ELEVATION

6 / A-2

SCALE: 1/8" = 1'-0"

WINDOW GARAGE SIDE "WSO"
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WINDOW BEDROOM #2 SIDE "WIB"
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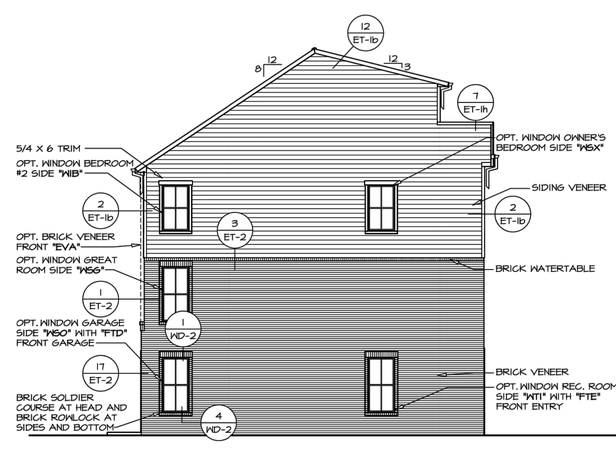


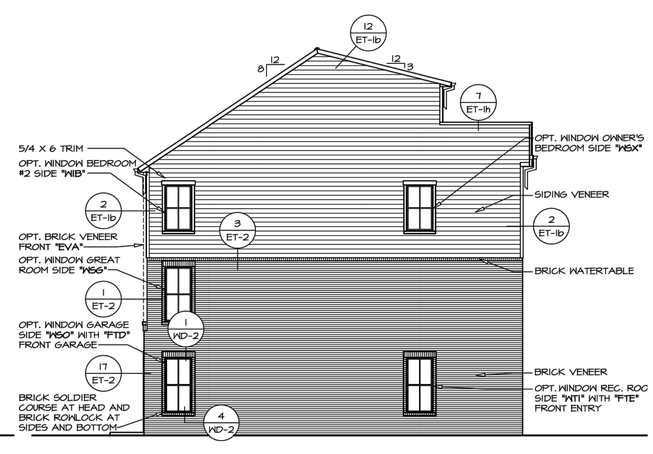
HIGHLY VISIBLE END UNIT OPTION:
LOTS 1 AND 24, A MINIMUM OF TWO FLOORS SHALL BE FINISHED WITH BRICK.

RIGHT ELEVATION

4 / A-2

SCALE: 1/8" = 1'-0"

ELEVATION A "ELA"
BEDROOM FOURTH FLOOR "BAN"
WINDOW GARAGE SIDE "WSO"
WINDOW REC. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
WINDOW OWNER'S BEDROOM SIDE "WSX"
EXTERIOR TRIM ADDITIONAI SIDF(S) "STP"



HIGHLY VISIBLE END UNIT OPTION:
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RIGHT ELEVATION WITH 4 ' EXTENSION.

5 / A-2

SCALE: 1/8" = 1'-0"

ELEVATION A "ELA"
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WINDOW GARAGE SIDE "WSO"
WINDOW REC. ROOM SIDE "WTI"
WINDOW GREAT ROOM SIDE "WSG"
WINDOW BEDROOM #2 SIDE "WIB"
WINDOW OWNER'S BEDROOM SIDE "WSX"
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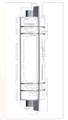
DETAIL SHEET
TOWNHOUSE ELEVATIONS

REVISIONS

DATE: APRIL, 2026
DWN. JK | CHECKED MT
SCALE: N.T.S.
PROJECT/FILE NO. 15-026
SHEET NO. 32 OF 38

BUILDING LIGHTING SCHEDULE

PRODUCT	LOCATION	QTY	MANUF.	MODEL	IMAGE
EXTERIOR WALL SCONCE	PARCEL H PARCEL I	23 11	COOPER LIGHTING	SHAPER MDL #: 674-WP	
EXTERIOR WALL SCONCE	PARCEL G	27	WAC LIGHTING	TUBE ARCHITECTURAL UP/DOWN WALL MOUNT MDL #: DS-WE08	

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

PARCEL 209
PATRICIA FERREL
USE: SINGLE FAMILY DWELLING
ZONE: R-55
L.12786, F. 00721

ROLLINS AVENUE

PARCEL "F"
18,673 S.F.
H.O.A.

PARCEL "Q"
43,967 S.F.
PRIVATE ROAD PARCEL

PARCEL "L"
30,357 S.F.
H.O.A.

PARCEL "M"
2,996 S.F. H.O.A.

PARCEL "N"
75,203 S.F.
PRIVATE ROAD PARCEL

PARCEL "I"
34,892 S.F.
METRO CITY LLC.

PARCEL "H"
35,479 S.F.
METRO CITY LLC.

PARCEL "G"
93,078 S.F.
METRO CITY LLC.

PARCEL "A"
329,096 S.F.
H.O.A

PARCEL 448
ROYWAY ROY ETAL
USE: VANCANT
ZONE: RMF-48
ADDISON ROAD SOUTH
L.40509, F. 242

SWM

PMA

W.S
LIBER

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1-800-257-7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

THIS BLOCK FOR OFFICIAL USE ONLY

QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

Luminaire Schedule								
Symbol	Qty	Label	Description	Lum. Lumens	Lum. Watts	LLF	Filename	Mounting Height
⊣□	33	A	66965 POSTTOPVS130UNHD8SC2ADJBLP Setup 50w LLF 0.36	18882	126.2	0.360	POSTTOPVS130UNHD8SC2ADJBZP Type3 4000K.ies	20

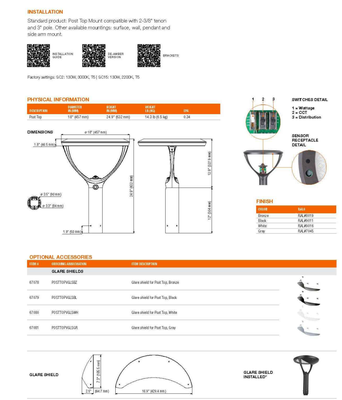
Calculation Summary								
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min	Grid Z
Total Road	Illuminance	Fc	1.35	4.9	0.0	N.A.	N.A.	0

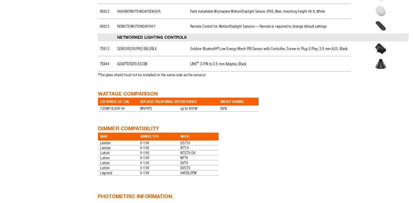
Pole 20ft

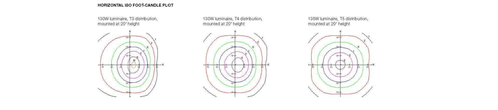
LIGHT POLE, AND LUMINAIRE DETAIL

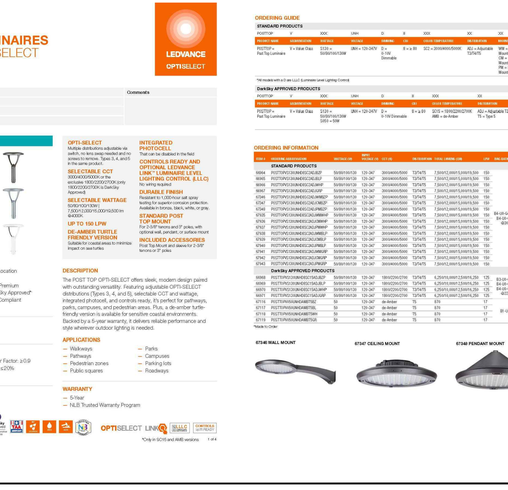
NOT TO SCALE

NOTE: ANY REPLACEMENT MUST BE EQUAL OR BETTER.









CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

PHOTOMETRIC STUDY
DSP-25002

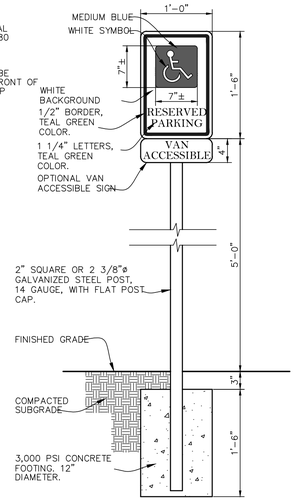
REVISIONS

DATE: MAY, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 33 OF 38

NOTES:

SIGN MATERIAL SHALL BE .080 ALUMINUM, REFLECTIVE.

SIGN SHALL BE PLACED IN FRONT OF ALL HANDICAP SPACES.



HANDICAP PARKING SIGN

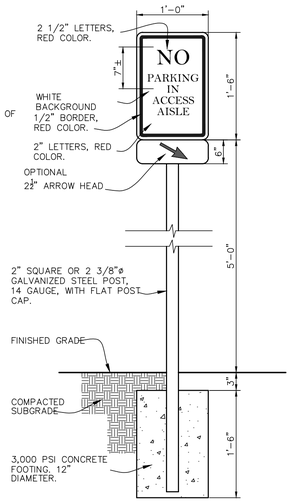
SECTION SCALE: N.T.S.

NOTES:

SIGN MATERIAL SHALL BE .080 ALUMINUM, REFLECTIVE.

SIGN SHALL BE PLACED IN FRONT OF ALL HANDICAP SPACES.

APPRPIATE ARROW PLATE MAY BE USED WHEN IT IS NECESSARY TO OFFSET INSTALLATION LOCATION DUE TO ACCESS RAMP.

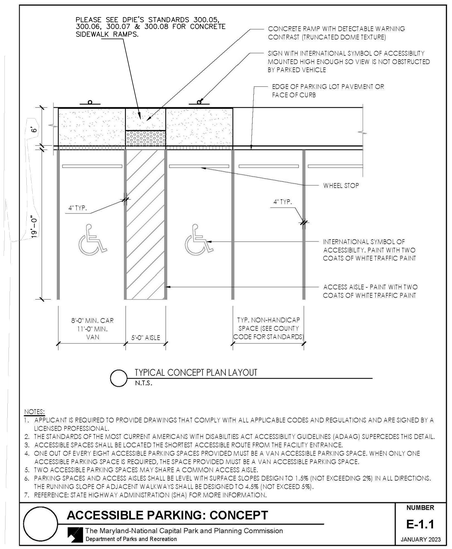


HANDICAP PARKING SIGN

SECTION SCALE: N.T.S.

DETAILS

CONSTRUCTION DETAILS



TYPICAL CONCEPT PLAN LAYOUT
N.T.S.

NOTES:
1. APPLICANT IS REQUIRED TO PROVIDE DRAWINGS THAT COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS AND ARE SIGNED BY A LICENSED PROFESSIONAL.
2. THE STANDARDS OF THE MOST CURRENT AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) SUPERCEDES THIS DETAIL.
3. ACCESSIBLE SPACES SHALL BE LOCATED THE SHORTEST ACCESSIBLE ROUTE FROM THE FACILITY ENTRANCE.
4. ONE OUT OF EVERY EIGHT ACCESSIBLE PARKING SPACES PROVIDED MUST BE A VAN-ACCESSIBLE PARKING SPACE. WHEN ONLY ONE ACCESSIBLE PARKING SPACE IS REQUIRED, THE SPACE PROVIDED MUST BE A VAN ACCESSIBLE PARKING SPACE.
5. TWO ACCESSIBLE PARKING SPACES MAY SHARE A COMMON ACCESS AISLE.
6. PARKING SPACES AND ACCESS AISLES SHALL BE LEVEL WITH SURFACE SLOPES DESIGNED TO 1.5% (NOT EXCEEDING 2%) IN ALL DIRECTIONS. THE RUNNING SLOPE OF ADJACENT WALKWAYS SHALL BE DESIGNED TO 4.5% (NOT EXCEED 5%).
7. REFERENCE: STATE HIGHWAY ADMINISTRATION (SHA) FOR MORE INFORMATION.

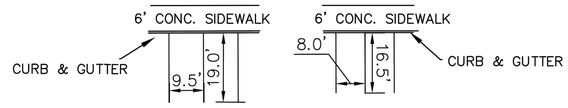
ACCESSIBLE PARKING: CONCEPT
The Maryland-National Capital Park and Planning Commission
Department of Parks and Recreation

NUMBER E-1.1
JANUARY 2023

MNCPPC, MD - Parks and Recreation Facilities Design Guidelines 239

HANDICAP RAMP AND PARKING SPACE DETAIL

SECTION



TYPICAL REGULAR SPACE DETAIL
NOT TO SCALE

TYPICAL COMPACT SPACE DETAIL
NOT TO SCALE

PARKING SPACE DETAIL

SECTION

STATE OF MARYLAND
MASSOUD TOWFIGH
NO. 19644
REGISTERED PROFESSIONAL ENGINEER

05/05/2026

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

THIS BLOCK FOR OFFICIAL USE ONLY

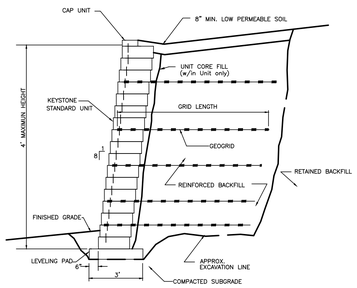
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

For Conditions of Aprproval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number



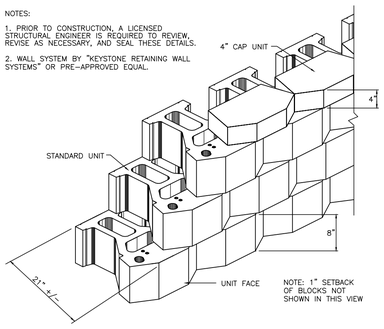
SEGMENTAL BLOCK RETAINING WALL

TYPICAL REINFORCED SECTION
STANDARD UNIT – 1" SETBACK
NOT TO SCALE

NOTES:

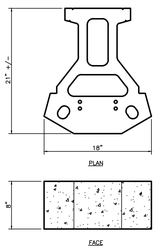
1. PRIOR TO CONSTRUCTION, A LICENSED STRUCTURAL ENGINEER IS REQUIRED TO REVIEW, REVISE AS NECESSARY, AND SEAL THESE DETAILS.

2. WALL SYSTEM BY "KEYSTONE RETAINING WALL SYSTEMS" OR PRE-APPROVED EQUAL.



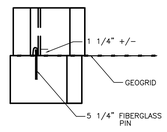
SEGMENTAL BLOCK RETAINING WALL

ISOMETRIC VIEW
STANDARD UNIT
NOT TO SCALE



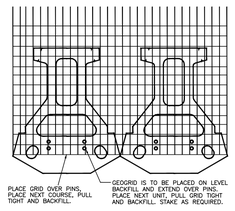
STANDARD UNIT

DIMENSIONS
NOT TO SCALE



STANDARD UNIT

GEOGRID CONNECTION SECTION
NOT TO SCALE

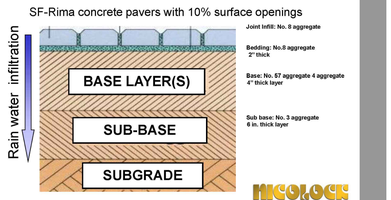


STANDARD UNIT

GEOGRID PLACEMENT PLAN VIEW
NOT TO SCALE

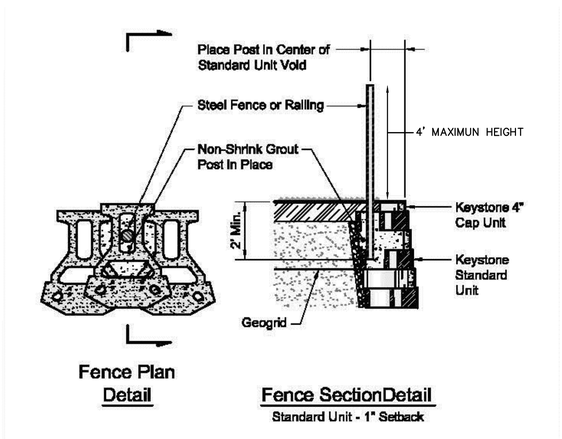
SF Concrete Technology Inc.

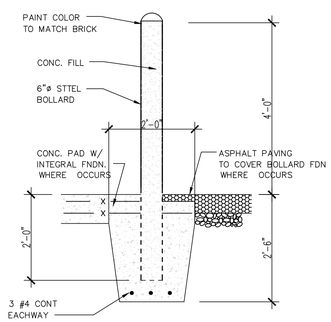
SF-Rima™ - System Components



PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 19644, Expiration Date: 04/18/2023."



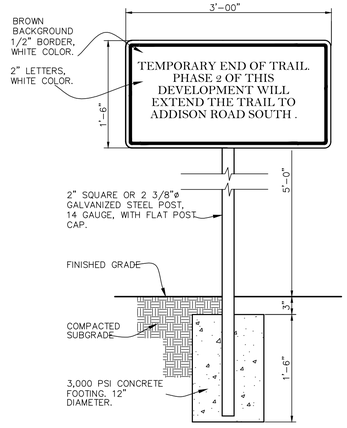


TYP. BOLLARD DETAIL

SCALE: 3/4"=1'-0"

NOTES:

SIGN MATERIAL SHALL BE .080 ALUMINUM, REFLECTIVE.

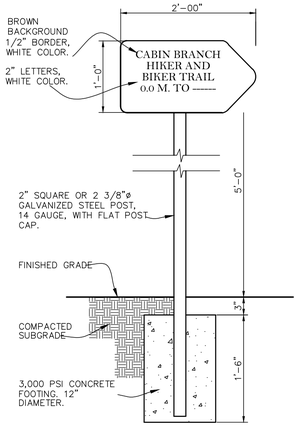


HIKER & BIKER TRAIL/ SHARED-USE-PATH TERMINUS SIGN

SECTION SCALE: N.T.S.

NOTES:

SIGN MATERIAL SHALL BE .080 ALUMINUM, REFLECTIVE.



HIKER AND BIKER TRAIL/SHARED-USE-PATH SIG

SECTION SCALE: N.T.S.

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SITE PLAN
DETAIL SHEET

REVISIONS

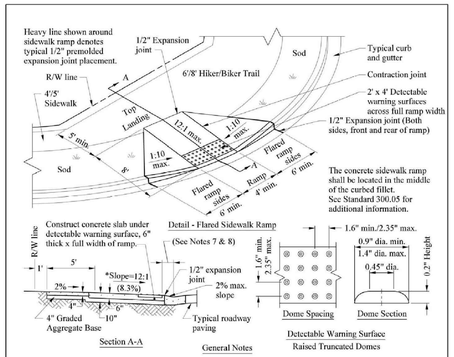
DATE: MARCH, 2026

DWN.	CHECKED
MP	MT

SCALE: AS SHOWN

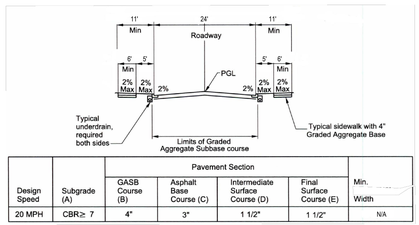
PROJECT/FILE NO. 15-026

SHEET NO. 34 OF 38



1. All new concrete sidewalk ramps and depressed curbs constructed within the County right-of-way shall comply with the Federal accessibility guidelines of the Americans with Disabilities Act. See Standard 300.01 for depressed curb requirements.
2. All sidewalk ramps and their approaches shall be designed and constructed so that water will not accumulate on walking surfaces.
3. The sidewalk ramp shall be constructed with the least possible running slope, not to exceed 12:1.
4. All concrete shall be Class 1 (MSHA Mix No. 3) air-entrained unless otherwise approved by the Department. The surface shall be broom finished.
5. Provide 4" thick graded aggregate base material under all concrete sidewalk and sidewalk ramps.
6. Detectable warning surface shall be 1" thick (hollow tile) diamond-hard vitrified polymer material, embedded into concrete with truncated dome pattern as specified above, and shall contrast visually with the adjacent surface (either dark-on-light or light-on-dark.) Color requirements: Use brick red panel with brick crosswalk and dark gray panel at all other locations.
7. Detectable warning surface shall be installed 6 to 8 inches behind the curb line, extend two feet in the direction of travel over the full width of the ramp, and shall be embedded so as to be flush with the surrounding surface.
8. FOR SKEWED APPLICATIONS DETECTABLE WARNING SHALL BE PLACED SUCH THAT THE DOMES CLOSEST TO THE BACK OF THE CURB ARE NO LESS THAT 6.5" AND NO MORE 8.5" FROM THE BACK OF CURB . TRUNCATED DOME SURFACES SHALL BE FABRICATED TO PROVIDE FULL DOMES ONLY

APPROVED:		DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION Prince George's County, MD	
DIRECTOR	DATE		
REVISION DATE:	APPROVED BY:	Concrete Sidewalk Ramp Type "A"	STD. 300.07



Design Speed	Subgrade (A)	Pavement Section: GASB Course (B)	Asphalt Base Course (C)	Intermediate Surface Course (D)	Final Surface Course (E)	Min. Width
20 MPH	CBR≥ 7	4"	3"	1 1/2"	1 1/2"	N/A

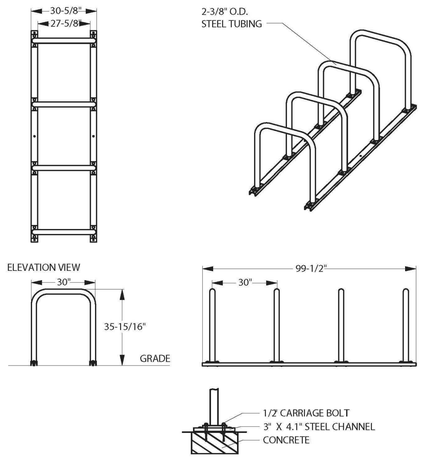
NEIGHBORHOOD RESIDENTIAL

BELSON OUTDOORS

627 Amersale Drive
Naperville, IL 60563
Phone: (800) 323-5664
Fax: (630) 897-0573
sales@belson.com

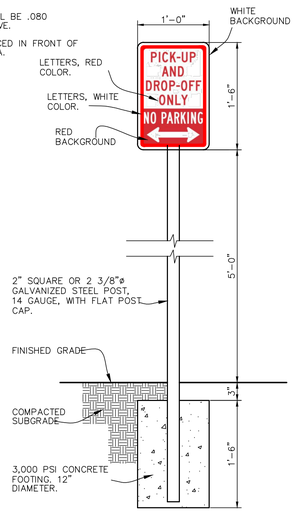
Model # UX238-8-G — **Dimension Sheet**

EXTENDED U RACK ON RAILS | 4 LOOPS 8 BIKES



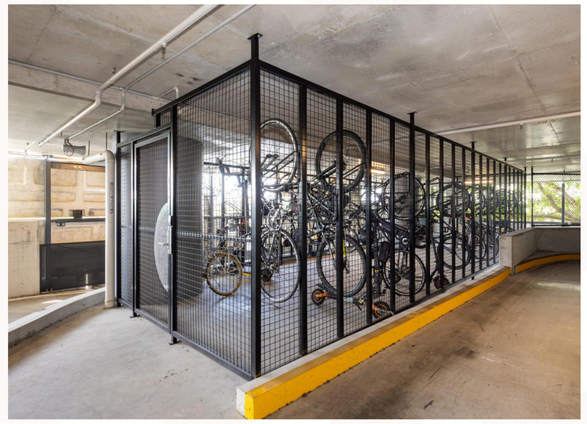
www.belson.com

NOTES:
SIGN MATERIAL SHALL BE .080 ALUMINUM, REFLECTIVE.
SIGN SHALL BE PLACED IN FRONT OF THE DROP-OFF AREA.

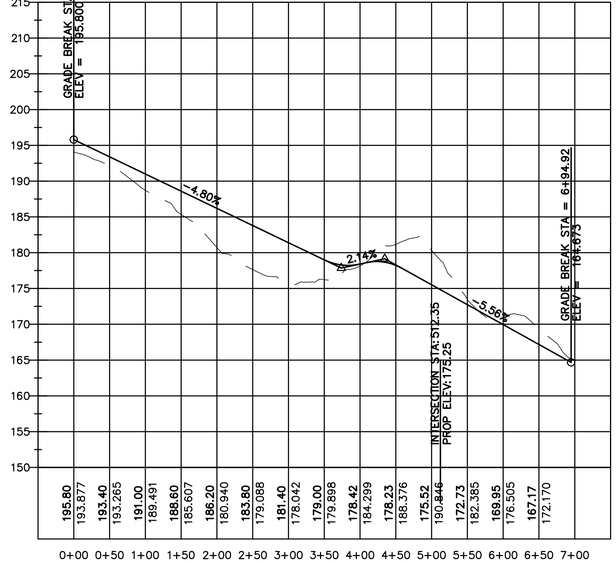


DROP-OFF AREA ONLY SIGN
SECTION SCALE: N.T.S.

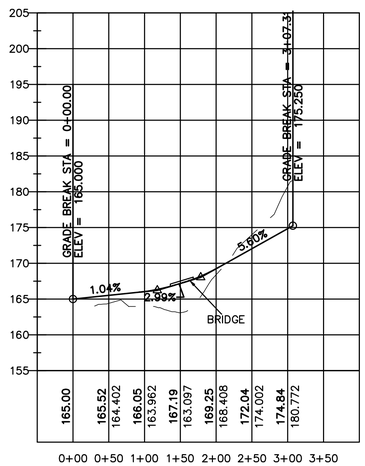
To protect the bicycle parking provided in the garages from theft and vandalism, the bicycle parking area will be enclosed by a secure fence and gate system that will be attached at the floor slab and extend to the underside of the floor slab above. Entry into this area will be controlled by a key code, or key fab system given only to the residents who request it. Additionally, inside the secure bicycle parking area, bicycle racks will be provided so that the residents can secure their bicycle on the racks with their own lock. Below is a photo illustrating the proposed secured bicycle storage.



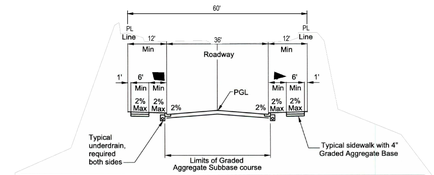
SECURE BICYCLE STORAGE DETAIL
SECTION SCALE: N.T.S.



TRAIL AT SOUTHWEST
SCALE: H.Z. 1"=50', V.T. 1"=5'

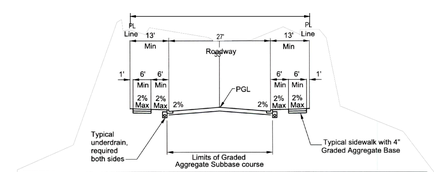


TRAIL AT SOUTH
SCALE: H.Z. 1"=50', V.T. 1"=5'



Design Speed	Subgrade (A)	Pavement Section: GASB Course (B)	Asphalt Base Course (C)	Intermediate Surface Course (D)	Final Surface Course (E)	Min. Width
20 MPH	CBR≥ 7	4"	3"	1 1/2"	1 1/2"	60'

NEIGHBORHOOD RESIDENTIAL



Design Speed	Subgrade (A)	Pavement Section: GASB Course (B)	Asphalt Base Course (C)	Intermediate Surface Course (D)	Final Surface Course (E)	Min. Width
20 MPH	CBR≥ 7	4"	3"	1 1/2"	1 1/2"	53'

NEIGHBORHOOD RESIDENTIAL

STATE OF MARYLAND
MASSOOD TOWFIGH
NO. 19644
REGISTERED PROFESSIONAL ENGINEER

05/05/2026

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 19644, Expiration Date: 04/18/2027."

THIS BLOCK FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CDDI
CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

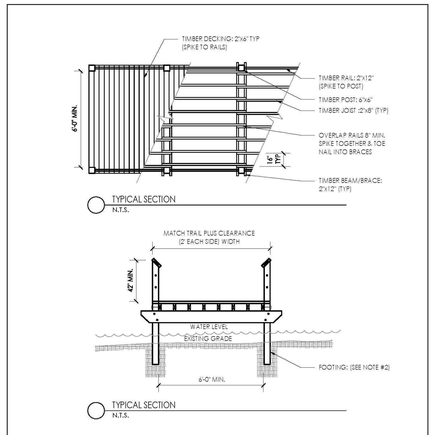
DETAIL SITE PLAN
DETAIL SHEET

REVISIONS

DATE: DEC., 2025
DWN. MP | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 35 OF 38

DETAILS

CONSTRUCTION DETAILS



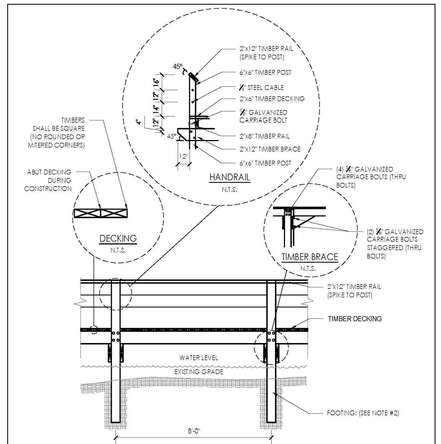
NOTES:
1. APPLICANT IS REQUIRED TO PROVIDE DRAWINGS THAT COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS AND ARE SIGNED BY A LICENSED PROFESSIONAL.
2. ALL FOOTINGS AND FOUNDATIONS TO BE REVIEWED AND APPROVED BY M-NCPPC.
3. ALL TIMBERS SHALL BE #2 PRESSURE TREATED. ALL FASTENERS SHALL BE GALVANIZED.
4. CONSTRUCTION DRAWINGS AND SPECIFICATIONS SHALL BE REVIEWED AND APPROVED BY M-NCPPC.

BOARDWALK A: CONCEPT
The Maryland-National Capital Park and Planning Commission
Department of Parks and Recreation

NUMBER **D-7.1** JANUARY 2023

CONSTRUCTION DETAILS

DETAILS



NOTES:
1. APPLICANT IS REQUIRED TO PROVIDE DRAWINGS THAT COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS AND ARE SIGNED BY A LICENSED PROFESSIONAL.
2. ALL FOOTINGS AND FOUNDATIONS TO BE REVIEWED AND APPROVED BY M-NCPPC.

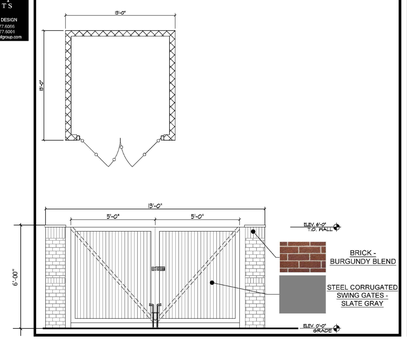
BOARDWALK B: CONCEPT
The Maryland-National Capital Park and Planning Commission
Department of Parks and Recreation

NUMBER **D-7.2** JANUARY 2023

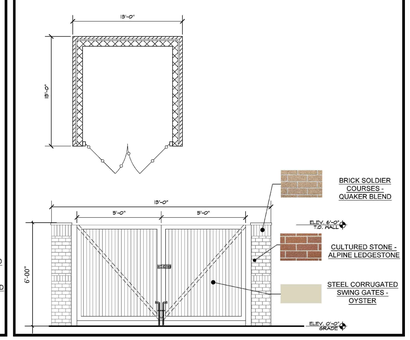
BUILDING DUMPSTER ENCLOSURES

Redlef Group ARCHITECTS
ARCHITECTURE · PLANNING · INTERIOR DESIGN
6902 FORBES BLVD. (T) 301.577.6565
LANHAM, MD 20706 (F) 301.577.6565
(W) www.redlefgroup.com

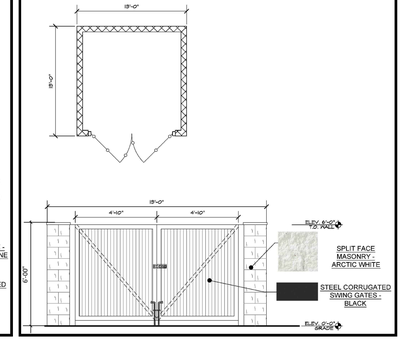
PARCEL 'G' DUMPSTER ENCLOSURE



PARCEL 'H' DUMPSTER ENCLOSURE

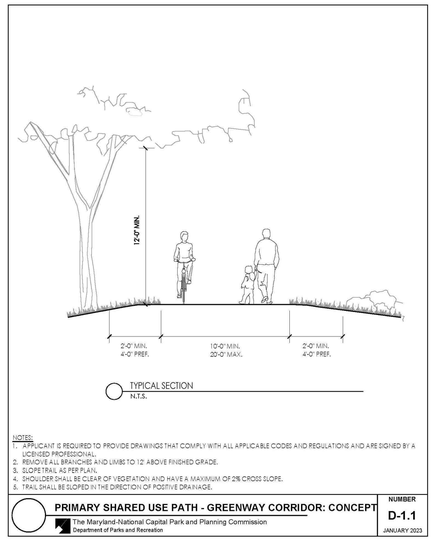


PARCEL 'I' DUMPSTER ENCLOSURE



CONSTRUCTION DETAILS

DETAILS



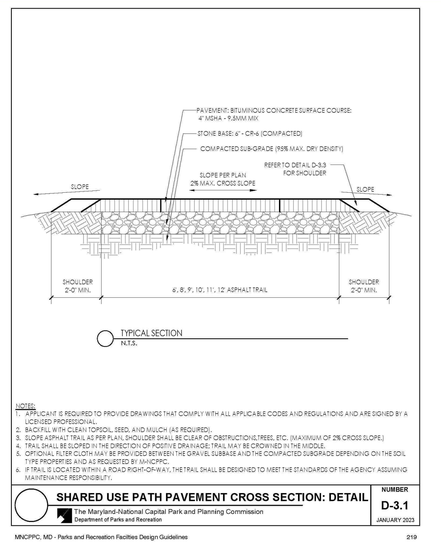
NOTES:
1. APPLICANT IS REQUIRED TO PROVIDE DRAWINGS THAT COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS AND ARE SIGNED BY A LICENSED PROFESSIONAL.
2. REMOVE ALL BRANCHES AND LIMBS TO 12' ABOVE FINISHED GRADE.
3. SLOPE TRAIL AS PER PLAN.
4. SHOULDER SHALL BE CLEAR OF VEGETATION AND HAVE A MAXIMUM OF 2% CROSS SLOPE.
5. TRAIL SHALL BE SLOPED IN THE DIRECTION OF POSITIVE DRAINAGE.

PRIMARY SHARED USE PATH - GREENWAY CORRIDOR: CONCEPT
The Maryland-National Capital Park and Planning Commission
Department of Parks and Recreation

NUMBER **D-1.1** JANUARY 2023

DETAILS

CONSTRUCTION DETAILS

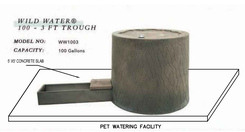
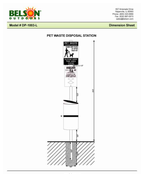
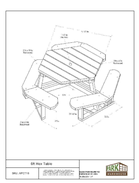
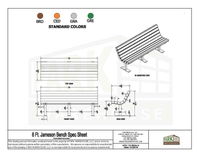


NOTES:
1. APPLICANT IS REQUIRED TO PROVIDE DRAWINGS THAT COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS AND ARE SIGNED BY A LICENSED PROFESSIONAL.
2. BACKFILL WITH CLEAN TOPSOIL, SEED, AND MULCH (AS REQUIRED).
3. SLOPE ASPHALT TRAIL AS PER PLAN; SHOULDER SHALL BE CLEAR OF OBSTRUCTIONS,TREES, ETC. (MAXIMUM OF 2% CROSS SLOPE)
4. TRAIL SHALL BE SLOPED IN THE DIRECTION OF POSITIVE DRAINAGE;TRAIL MAY BE CROWNED IN THE MIDDLE.
5. OPTIONAL FILTER CLOTH MAY BE PROVIDED BETWEEN THE GRAVEL SUBBASE AND THE COMPACTED SUBGRADE DEPENDING ON THE SOIL TYPE PROPERTIES AND AS REQUESTED BY M-NCPPC.
6. IF TRAIL IS LOCATED WITHIN A ROAD RIGHT-OF-WAY, THE TRAIL SHALL BE DESIGNED TO MEET THE STANDARDS OF THE AGENCY ASSUMING MAINTENANCE RESPONSIBILITY.

SHARED USE PATH PAVEMENT CROSS SECTION: DETAIL
The Maryland-National Capital Park and Planning Commission
Department of Parks and Recreation

NUMBER **D-3.1** JANUARY 2023

PICNIC AREA #1 AND #2, AND HIKER AND BIKER EQUIPMENT SCHEDULE

PRODUCT	LOCATION	QTY.	MANUF.	MODEL	IMAGE
PET WATERING FACILITY	HIKER AND BIKER TRAIL	1	BANKS OUTDOOR OR APPROVED EQUAL	WW100T	 PET WATERING FACILITY
PET WASTE DISPOSAL STATION	HIKER AND BIKER TRAIL	2	BELSON OUTDOOR OR APPROVED EQUAL	DP-1003-L	
HEX TABLE	PICNIC AREA #1 AND #2	5	PARK WAREHOUSE OR APPROVED EQUAL	APCT16	
BENCH	PICNIC AREA #1	2	PARK WAREHOUSE OR APPROVED EQUAL	6 FT. JAMESON BENCH	

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 19644, Expiration Date: 04/18/2027."

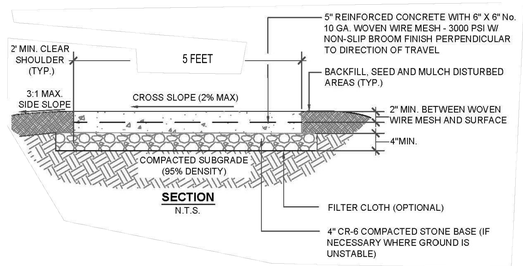
STATE OF MARYLAND · MASSOUD TOWFIGH · NO. 19644 · REGISTERED PROFESSIONAL ENGINEER

05/05/2026

See the chart below for the FF&E Schedule for the Outdoor Courtyards for each Building

OUTDOOR COURTYARD FF&E SCHEDULE

PRODUCT	LOCATION	QTY	MANUF.	MODEL	IMAGE
BENCH	COURTYARD: PARCEL G PARCEL H PARCEL I	6 5 2	ANOVA FURNISHING	LATITUDE CONTOUR BENCH W/ ARMREST MDL #: L1441A	
GAS GRILL	COURTYARD: PARCEL G PARCEL I	2 2	BBQ DEPOT	AOG T SERIES MDL #: AOG24T	



CONCRETE SLAB FOR PET WATERING FACILITY
SECTION SCALE: N.T.S.

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M-NCPPC APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CDDI
CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

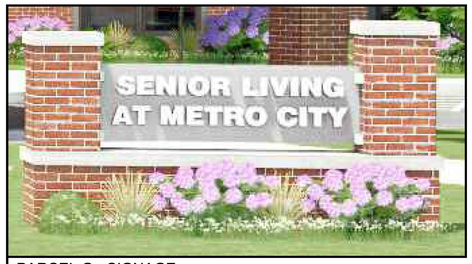
METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SITE PLAN
DETAIL SHEET

REVISIONS

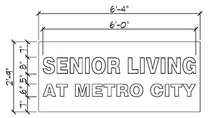
DATE: MARCH, 2026
DWN. MP | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 36 OF 38

PARCEL G - SENIOR LIVING BUILDING



PARCEL G - SIGNAGE

SIGNAGE DETAILS:



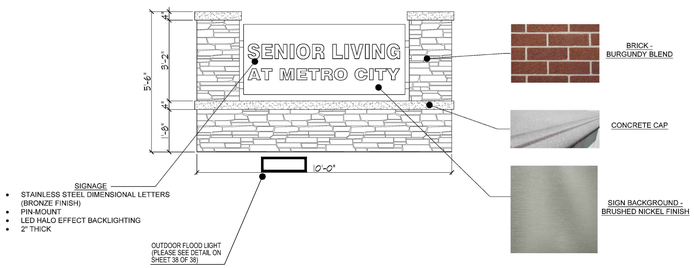
NOTE:

1. PURSUANT TO SECTION 27-614, THE ALLOWABLE SIGN AREA IS MAXIMUM OF 200 SF (ACTUAL IS 122.53 X 2 = 245.06. SINCE THIS EXCEEDS 200 SF, THEN 200 SF IS THE MAX ALLOWABLE SIGNAGE AREA)

PROPOSED SIGNAGE AREA:

FREESTANDING STRUCTURE AREA	= 20 SF
BACKGROUND SIGNAGE AREA	= 117.4 SF
ACTUAL SIGNAGE AREA	= 9 SF

SIGNAGE MATERIALS:



SIGNAGE

- STAINLESS STEEL DIMENSIONAL LETTERS (BRONZE FINISH)
- PIN-MOUNT
- LED HALO EFFECT BACKLIGHTING
- 2" THICK

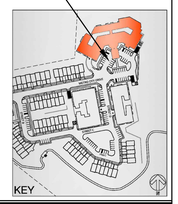
OUTDOOR FLOOD LIGHT (PLEASE SEE DETAIL ON SHEET 38 OF 38)

BRICK - BURGUNDY BLEND

CONCRETE CAP

SIGN BACKGROUND - BRUSHED NICKEL FINISH

PARCEL G



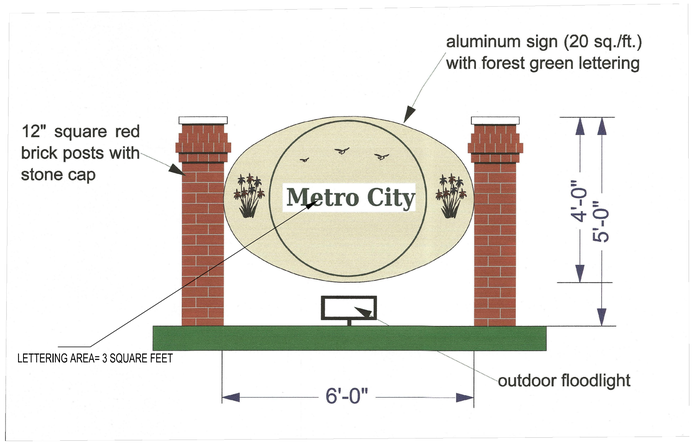
KEY

Redlef Group ARCHITECTS
ARCHITECTURE · PLANNING · INTERIOR DESIGN
6900 FORBES BLVD. (T) 301.577.6666
LANHAM, MD. 20706 (F) 301.577.6661
(W) www.redlefgroup.com

METRO CITY - PHASE I

1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

05 APRIL 2021



MONUMENT SIGN
SECTION SCALE: N.T.S.

PROFESSIONAL CERTIFICATION

"I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 19644, Expiration Date: 04/18/2023."

SIGN AREA INFORMATION:

SIGN AREA PURSUANT TO SECTION 27-624 (a).
THE AREA OF THE LETTERING SIZE IS 3 FEET AND THE MAXIMUM HEIGHT OF THE SIGN IS 5 FEET.

STATE OF MARYLAND · MASSOUD TOMIDI · NO. 19644 · REGISTERED PROFESSIONAL ENGINEER

04/24/2026

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M-NCPPC APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SITE PLAN
DETAIL SHEET

REVISIONS

DATE: MARCH, 2026

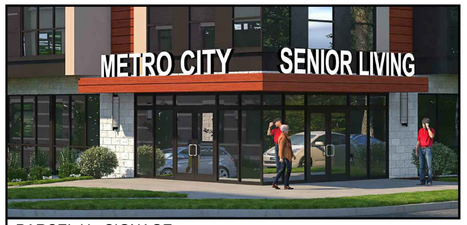
DWN.	CHECKED
MP	MT

SCALE: AS SHOWN

PROJECT/FILE NO. 15-026

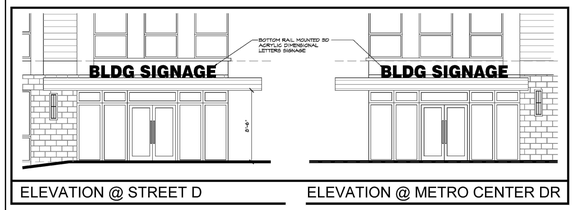
SHEET NO. 37 OF 38

PARCEL I - SENIOR LIVING BUILDING

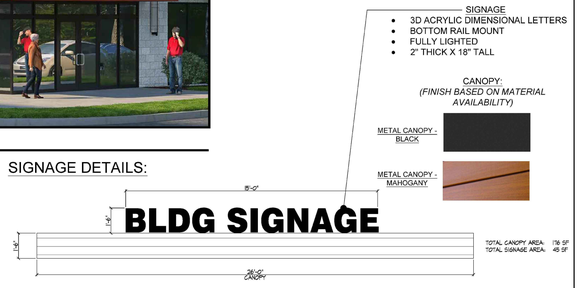


PARCEL H - SIGNAGE

SIGNAGE DETAILS:



ELEVATION @ STREET D | ELEVATION @ METRO CENTER DR

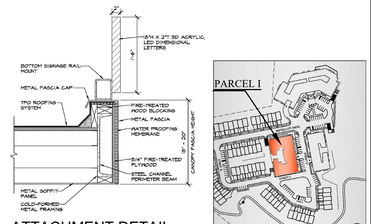


NOTE:

1. PURSUANT TO SECTION 27-613, THE ALLOWABLE SIGN AREA IS: MAXIMUM OF 50 SF

PROPOSED SIGNAGE AREA:

METRO CITY DRIVE	= 22.5 SF
STREET D	= 22.5 SF
TOTAL SIGNAGE	= 45 SF



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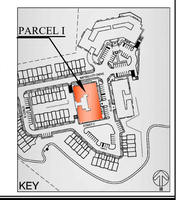

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10632 POPES ELMS (T) 301 577 6066
LANHAM, MD 20706 (F) 301 577 6069
(W) www.redlefgroup.com

METRO CITY - PHASE I

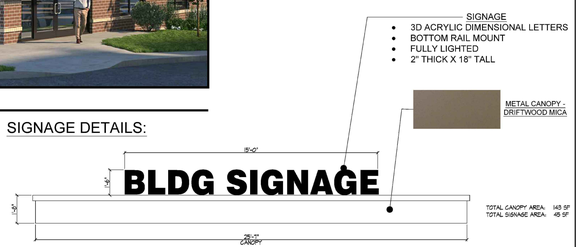
1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

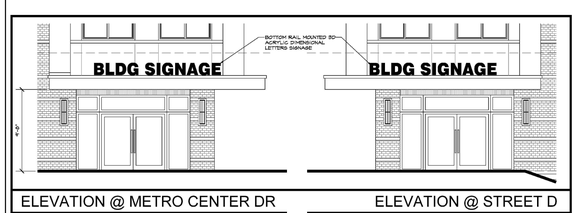
21 DECEMBER 2020

PARCEL H - ASSISTED LIVING FACILITY

PARCEL H - SIGNAGE

SIGNAGE DETAILS:





ELEVATION @ METRO CENTER DR | ELEVATION @ STREET D

NOTE:

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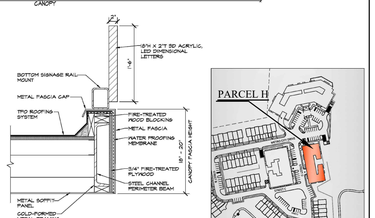
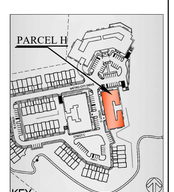


ATTACHMENT DETAIL:



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METRO CITY - PHASE I

1000 ROLLINS AVENUE, CAPITOL HEIGHTS, MD

21 DECEMBER 2020

LED ALF FLOOD FAMILY

Cat #
Job
Type

HUBBELL Outdoor Lighting

Approvals

SPECIFICATIONS

Intended Use:
ALF is excellent for small floodlighting applications where a low profile is desired to minimize the visual area illuminates. The compact, low profile size allows the flood to be easily hidden or blend into the landscape environment.

Construction:
- Low copper extruded aluminum construction provides long life in outdoor ground mounted applications. Die-cast door frame and lens while dissipating LED and driver heat, providing longer component life.
- Tempered and impact resistant glass lens with decorative silk screen seals to housing with silicone gasket
- Dark Bronze powder paint finish provides durable and lasting appearance

Optics/Electrical
LED:
- Six or twelve LEDs produce 905 or 1910 lumens at 5000K
- Wide 6 x 5 beam spread covers three times the set back distance with uniform light
- Universal voltage driver is 120-277V, 50/60Hz, with 10.1 input watts (ALF-6LO) 21.4 input watts (ALF-12LO)

*In Canada, ALF should be used for voltages 120-240 only.

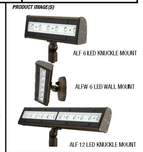
Installation:
- Knuckle mount: Universal 3/4" swivel knuckle for wall or pole mounting. Set screw and Allen wrench are brass housing quality installation and corrosion resistance
- Wall mount: Cast aluminum cover/back mount plate and universal adapter allows easy installation to 3-7/8 x 4" standard junction boxes

Listings:
Listed to UL 1598 for use in wet locations

- ALF-6 IP65 • ALF-12 IP64

Warranty:
Five year limited warranty (for more information visit: http://www.hubbelloutdoor.com/resources/warranty/)

PRODUCT IMAGE(S)

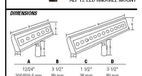


ALF-6 LED KNUCKLE MOUNT

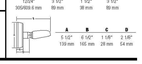
ALFW-6 LED WALL MOUNT

ALF-12 LED KNUCKLE MOUNT

DIMENSIONS



A	B	C	D
13/64" 365/650.6 mm	3 1/2" 89 mm	1 1/2" 38 mm	3 1/2" 89 mm



A	B	C	D
5 1/2" 139 mm	6 1/2" 165 mm	1 1/8" 29 mm	2 1/8" 54 mm

CERTIFICATIONS/ LISTINGS

IP64
IP65

SHIPPING INFORMATION

	Catalog Number	Voltage	Carton Dimensions: Length (inches / mm)	Width (inches / mm)	Height (inches / mm)	Gross Wt. Per Unit (lbs / kg)
ALF-6LO	11.4 (5.2)	120-277	14 (355.6)	14 (355.6)	5.7 (144.8)	6
ALFW-6LO-PC	11.4 (5.2)	120-277	14.2 (360.5)	12.7 (322.6)	5.7 (144.8)	7
ALF-12LO	21.4 (9.7)	120-277	14 (355.6)	14 (355.6)	5.7 (144.8)	11

ORDERING INFORMATION

ORDERING EXAMPLE: ALF-6LO-5K-EZ

Catalog Number	Wattage	Number of LEDs	Voltage*	Current	Life	LPW	CCT	Weight lbs (kg)
1/2" BRACKET MOUNT								
ALF-6LO-5K-EZ	10.1	6	120-277V	0.05	50,000 hrs	90	5000K	4.6 (1.9)
ALF-12LO-5K-EZ	21.4	12	120-277V	0.10	50,000 hrs	89	5000K	9.9 (3.9)
WALL MOUNT								
ALFW-6LO-5K-EZ-PC	10.7	6	120V	0.10	50,000 hrs	45	5000K	4.5 (2.0)

* Unit should not be used above 2x50 in Canada

HUBBELL Outdoor Lighting • Hubbell Outdoor Lighting • 701 Millennium Boulevard • Greenville, SC 29607 • Phone: 864-678-1000
Due to our continued efforts to improve our products, product specifications are subject to change without notice.
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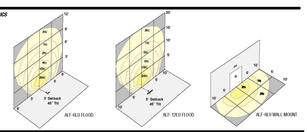
ALF-SPEC 5/16

PHOTOMETRICS



PERFORMANCE DATA

# OF LEDS	DRIVE CURRENT	CCT	LUMENS	BEAM W X H	LPW*
6	350 (0.70mA)	5K	905	6 x 5	89
12	700 (0.70mA)	5K	1915	6 x 5	89

Lumen values are from photometric tests performed in accordance with ETSA-LM-79. Data is considered representative of the configurations listed. Actual performance may differ as a result of end-user environment and applications.

ELECTRICAL DATA

# OF LEDS	DRIVE CURRENT (mA)	INPUT VOLTAGE (V)	SYSTEM POWER (W)	CURRENT (Amps)	POWER FACTOR
6	STD. (0.70mA)	120	10.1	.09	.97
		277	10.1	.04	.79
12	STD. (0.70mA)	120	21.0	.18	.98
		277	20.5	.10	.78

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ALF-SPEC 5/16

PROFESSIONAL CERTIFICATION

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STATE OF MARYLAND · MASSOUD TOMAN · NO. 19644 · REGISTERED PROFESSIONAL ENGINEER

04/24/2026

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M-NCPPC APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS - PLANNERS - SURVEYOR'S
POWDER MILL ROAD - SUITE 200 - BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

DETAIL SITE PLAN
DETAIL SHEET

REVISIONS

DATE: SEP., 2025

DWN. MP | CHECKED MT

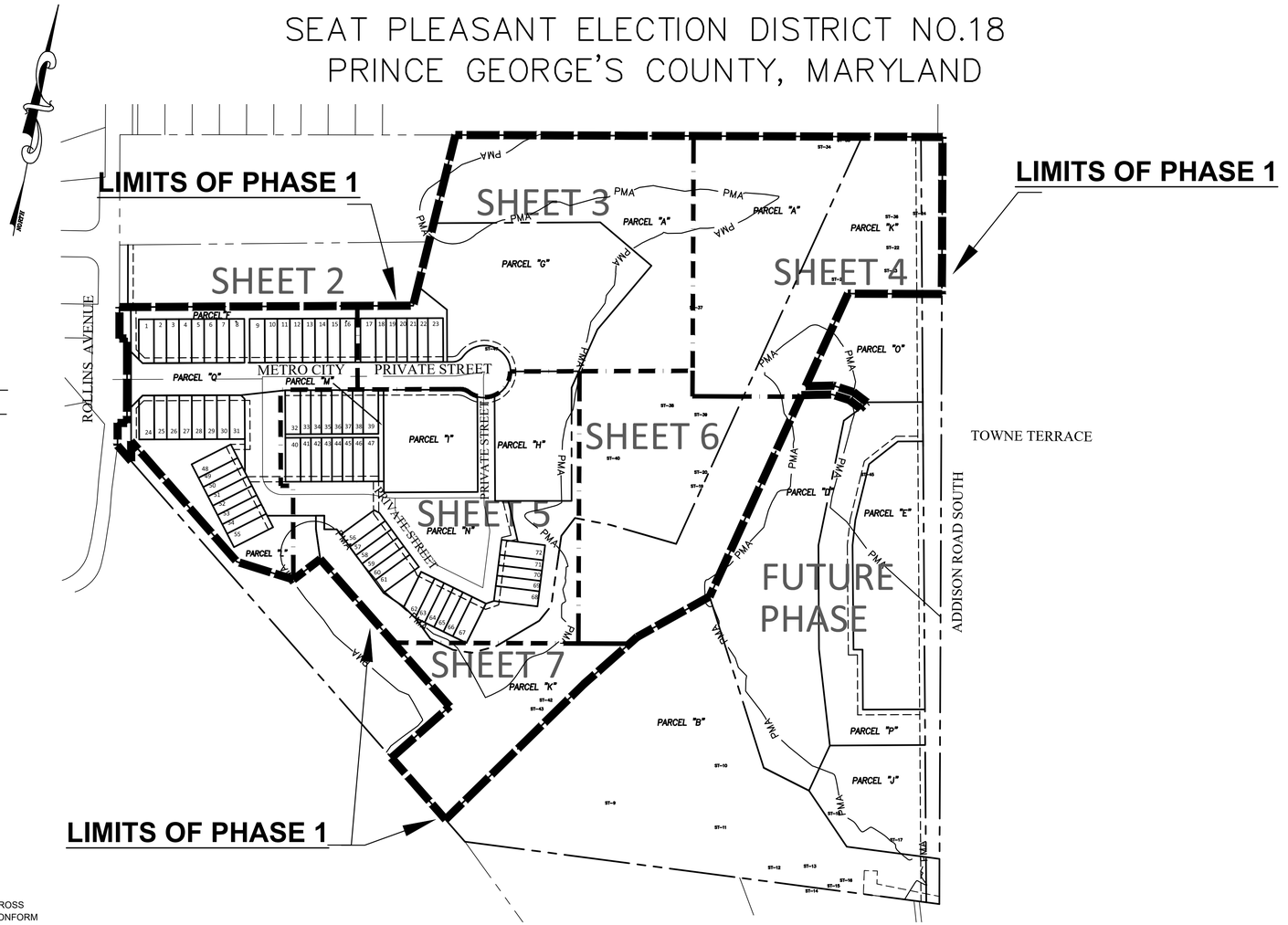
SCALE: AS SHOWN

PROJECT/FILE NO. 15-026

SHEET NO. 38 OF 38

LANDSCAPE PLAN FOR
METRO CITY
PHASE 1 - KEY MAP

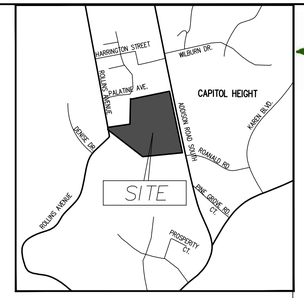
SEAT PLEASANT ELECTION DISTRICT NO.18
PRINCE GEORGE'S COUNTY, MARYLAND



PLAN VIEW
1"=125'

GRAPHIC SCALE

125 0 62.5 125 250 500
(IN FEET)
1 inch = 125 ft.



VICINITY MAP
SCALE: 1"= 2000'

METRO CITY SITE NOTES

1. PROJECT NAME: "METRO CITY"
2. TOTAL ACREAGE:
   PARCELS :

PARCEL A: HOME OWNER ASSOCIATION -	AREA:	329,096 S.F.
PARCEL F: HOME OWNER ASSOCIATION -	AREA:	18,687 S.F.
PARCEL G: METRO CITY LLC. -	AREA:	93,078 S .F
PARCEL H: METRO CITY LLC. -	AREA:	35,479 S. F.
PARCEL I: METRO CITY LLC. -	AREA:	38,892 S. F.
PARCEL K: M-NCPPC.-	AREA:	259,041 S.F.
PARCEL L: HOME OWNER ASSOCIATION -	AREA:	30,410 S.F.
PARCEL M: HOME OWNER ASSOCIATION -	AREA:	2,996 S.F.
PARCEL N: HOME OWNER ASSOCIATION -	AREA:	75,203 S.F
PARCEL Q: HOME OWNER ASSOCIATION -	AREA:	44,020 S.F.
LOTS 1 THROUGH 72 : METRO CITY LLC. -	AREA:	141,898 S.F.
RIGHT OF WAY DEDICATION:		16,017 S.F.
GROSS TOTAL :		1,080,817 S.F OR 24.81 AC.
100 YEAR FLOOD PLAIN		307, 395 S.F OR 7.06 AC.
NET LOT TRACK AREA:		773,422 S.F. OR 17.75 AC.

   PHASE 1 AND FUTURE PHASE GROSS TOTAL :

GROSS PHASE 1 AREA:	1,080,817 S.F. OR 24.81 AC.
GROSS FUTURE AREA:	647,107 S.F. OR 14.85 AC.
GROSS AREA (PHASE 1 & FUTURE PHASE) :	1,727,924 S.F. OR 36.67 AC.

   PHASE 1 AND FUTURE PHASE NET TOTAL:

GROSS PHASE 1 AREA:	773,318 S.F. OR 17.75 AC.
NET LOT TRACK FUTURE AREA:	503,197 S.F. OR 11.55 AC.
NET AREA (PHASE 1 & FUTURE PHASE) :	1,276,515 S.F. OR 29.30 AC.

3. ZONING: MIXED USE TRANSPORTATION ORIENTED M-X-T
4. EXISTING USE: VACANT
5. EXISTING NUMBER OF LOTS: 72 LOTS.
   EXISTING NUMBER OF PARCELS: 10 PARCELS
6. GROSS FLOOR AREA: 498,977 S.F.
7. 200 (WSSC) FOOT MAP REFERENCE: 202SE06
8. TAX MAP NUMBER AND GRID:ADC:073/C3
9. AVIATION POLICY AREA: N/A
10. WATER/SEWER EXISTING: S-3/W-3
11. WATER/SEWER EXISTING: S-3/W-3
12. STORM WATER MANAGEMENT APPROVAL: #48903-2016 APPROVAL DATE: 11/15/20
13. 10-FOOT PUBLIC UTILITY ALONG ALL RIGHT-OF-WAYS
14. MANDATORY PARK DEDICATION: EXEMPT PER SECTION 24-134(A)(3)
15. THERE ARE NOT CEMETERIES CONTIGUOUS TO THE PROPERTY.
16. THERE ARE NOT HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY.
17. THERE ARE WATER OF THE USA AND WETLANDS ON SITE.
18. THIS PROPERTY IS NOT WITH IN CHESAPEAKE BAY CRITICAL AREA OVERLAY.
19. SOURCE OF TOPOGRAPHY: CAPITOL DEVELOPMENT DESIGN INC.
20. APPLICANT/OWNER:
    METRO CITY LLC
    10701 LADY SLIPPER TERRACE
    ROCKVILLE, MD. 20852
    PHONE # 301-467-5536
    E-MAIL : AGIDEVCO@VERIZON.NET
21. THERE ARE STEEP SLOPES ON SITE.
22. HORIZONTAL DATUM IS THE MARYLAND PLANE COORDINATE SYSTEM (NAD83) AND THE VERTICAL DATUM IS THE NAVD 88.
23. DURING THE CONSTRUCTION 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."
24. NO CONSTRUCTION NOISE SHOULD 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."

LANDSCAPE PLAN CERTIFIED BY:

STATE OF MARYLAND · GARY ROBERT BUTSON · NO. 53 · REGISTERED LANDSCAPE ARCHITECT

GARY R. BUTSON
REGISTERED LANDSCAPE ARCHITECT
MD. # 53

05/05/2026
DATE

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

SHEET INDEX

SHEET NO.	PLAN TYPE
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.	DETAIL SHEET 1
9.	DETAIL SHEET 2
10.	DETAIL SHEET 3

METRO CITY IS A PRIORITY ONE PROJECT

THIS BLOCK FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002
For Conditions of Aprpvoal see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1-800-257-7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

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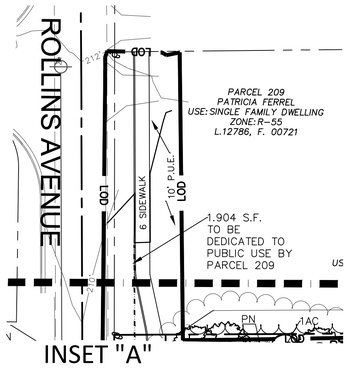
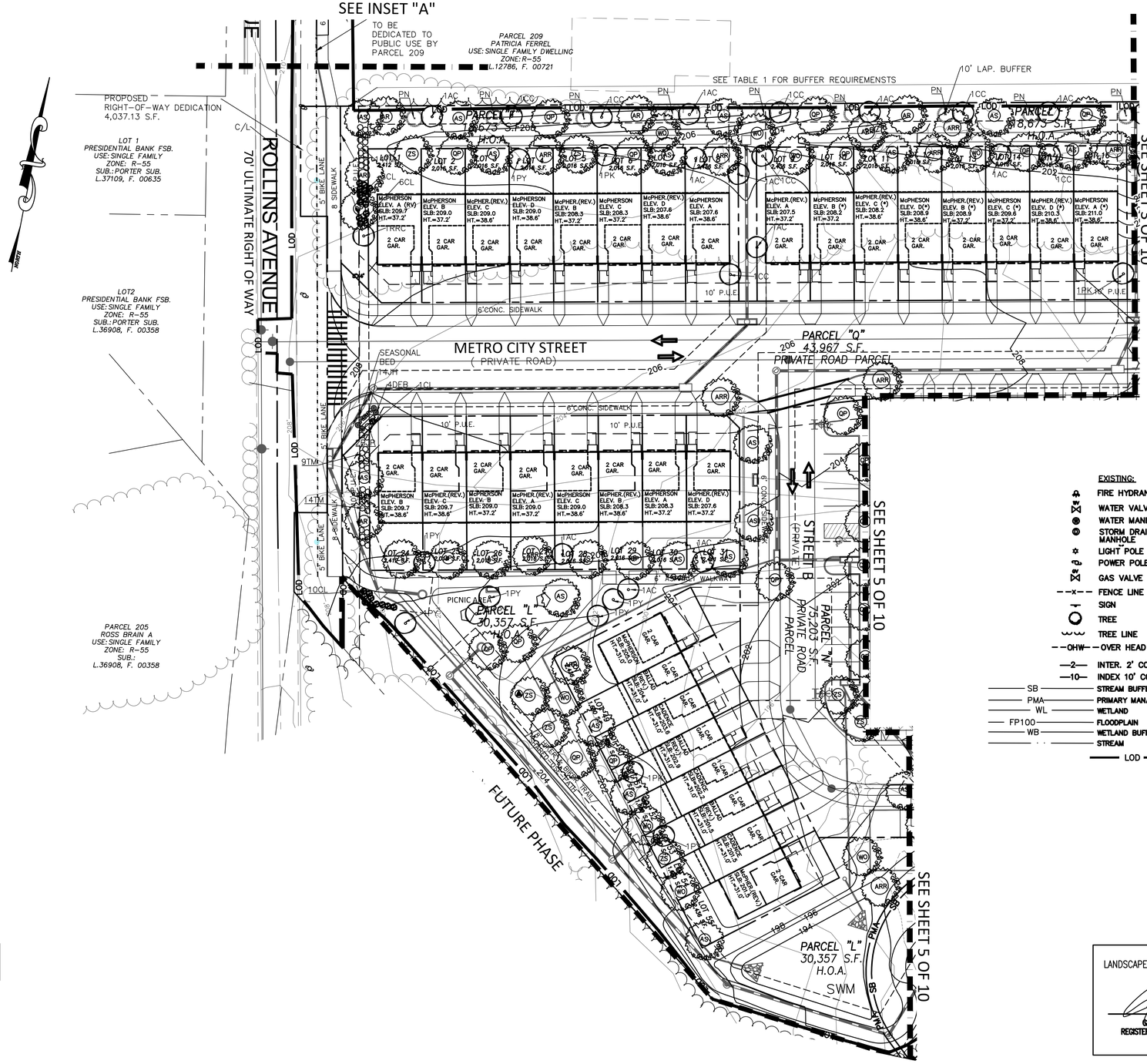
METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

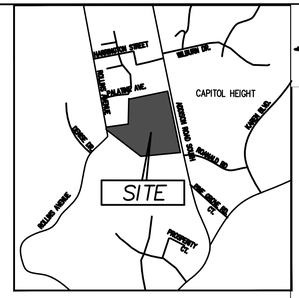
COVER SHEET
KEY MAP
LANDSCAPE PLAN

REVISIONS

DATE: MAY, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 1 OF 10







VICINITY MAP

SCALE: 1"= 2000'

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OHW OVER HEAD WIRES	WATER
2 INTER. 2' CONTOUR	RIP RAP
10 INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
SB STREAM BUFFER	
PMA PRIMARY MANAGEMENT AREA	
WL WETLAND	
FP100 FLOODPLAIN	
WB WETLAND BUFFER	
STREAM	
LOD LIMIT OF DISTURBANCE	
SHADE TREE	
ORNAMENTAL TREE	
EVERGREEN TREE	
SHRUBS	

ONLY FOR LANDSCAPE USE

LANDSCAPE PLAN CERTIFIED BY:

STATE OF MARYLAND · GARY ROBERT BUTSON · NO. 53 · REGISTERED LANDSCAPE ARCHITECT

05/05/2026

GARY R. BUTSON
REGISTERED LANDSCAPE ARCHITECT
MD. # 53

APPLICANT

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ROCKVILLE, MD. 20852
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E-MAIL : AGIDEVCO@VERIZON.NET

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GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.

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M-NCPPC APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CDDI

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METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

LANDSCAPE PLAN

REVISIONS

DATE: DEC., 2025

DWN.	CHECKED
JK	MT

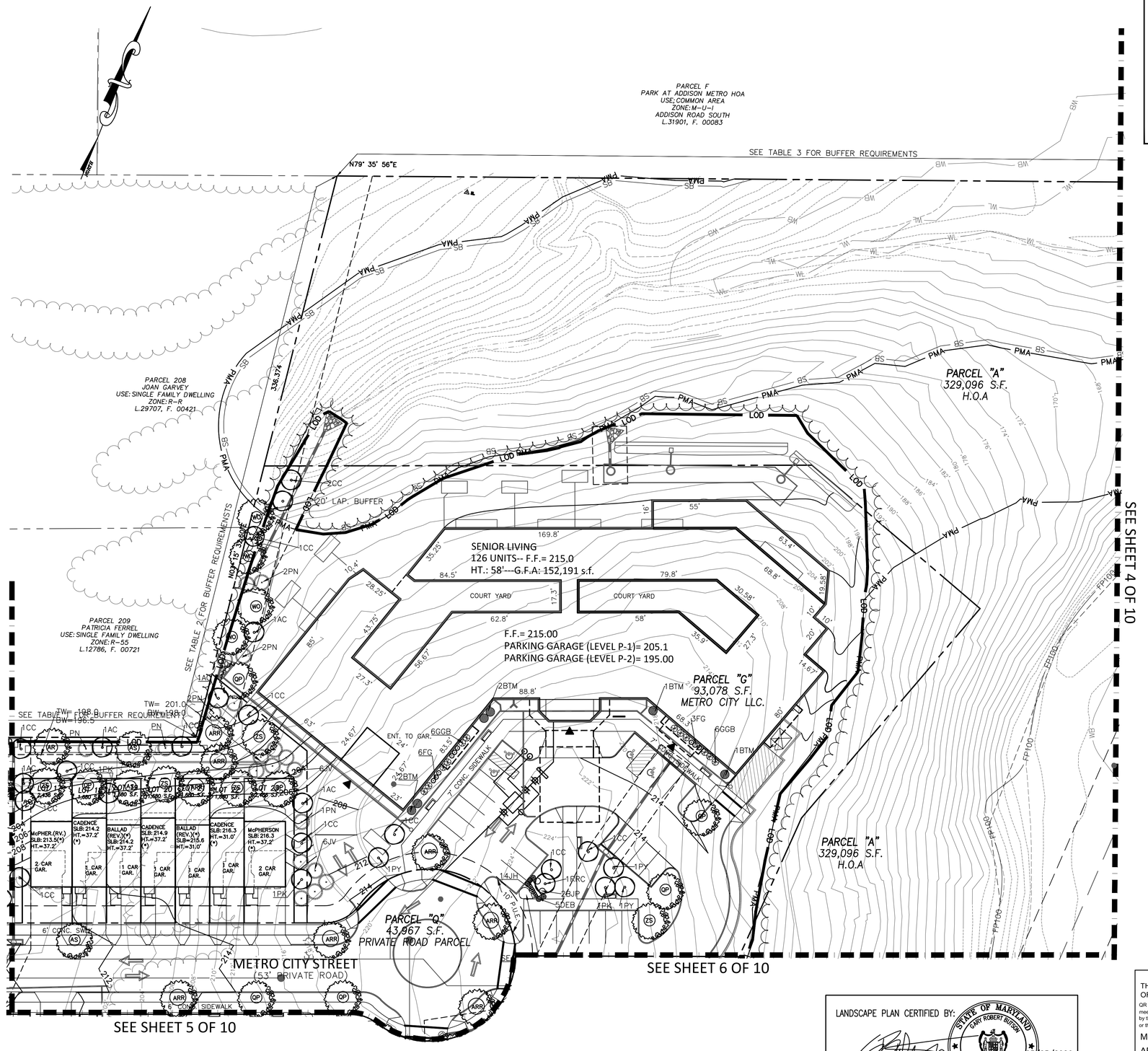
SCALE: AS SHOWN

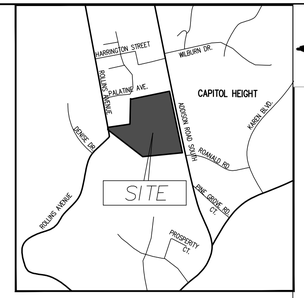
PROJECT/FILE NO. 15-026

SHEET NO. 2 OF 10

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OVER HEAD WIRES	WATER
INTER. 2' CONTOUR	RIP RAP
INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
STREAM BUFFER	
PRIMARY MANAGEMENT AREA	
WETLAND	
FLOODPLAIN	
WETLAND BUFFER	
STREAM	
LIMIT OF DISTURBANCE	
SHADE TREE	
ORNAMENTAL TREE	
EVERGREEN TREE	
SHRUBS	





VICINITY MAP
SCALE: 1"= 2000'

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METRO CITY
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LANDSCAPE PLAN

REVISIONS

APPLICANT

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GRAPHIC SCALE
30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

LANDSCAPE PLAN CERTIFIED BY:
GARY R. BUTSON
REGISTERED LANDSCAPE ARCHITECT
MD. # 53
STATE OF MARYLAND · GARY ROBERT BUTSON · NO. 53 · REGISTERED LANDSCAPE ARCHITECT
05/05/2026
DATE

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M-NCPPC
APPROVAL

DATE: MARCH, 2026	
DWN. JK	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 15-026	
SHEET NO. 3 OF 10	

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OVER HEAD WIRES	WATER
INTER. 2' CONTOUR	RIP RAP
INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
STREAM BUFFER	LIMIT OF DISTURBANCE
PRIMARY MANAGEMENT AREA	SHADE TREE
WETLAND	ORNAMENTAL TREE
FLOODPLAIN	EVERGREEN TREE
WETLAND BUFFER	SHRUBS
STREAM	

PARCEL F
PARK AT ADDISON METRO HOA
USE;COMMON AREA
ZONE: M-U-I
ADDISON ROAD SOUTH
L.31901, F. 00083

SEE TABLE 3 FOR BUFFER REQUIREMENTS

PARCEL "A"
329,096 S.F.
H.O.A

W.S.S.C. EASEMENT
LIBER 36367, FOLIO 504

RIGH-WAY IMPROVEMENTS ALONG ADDISON ROAD WILL TAKE PLACE DURING PHASE 2

10' P.U.E.

10' LAP. BUSLABER

PROPOSED RIGHT-OF-WAY DEDICATION 11,897 S.F.

8' SIDEWALK TO BE BUILT ON PHASE 2 FUTURE

BIKE LANE

ADDISON ROAD SOUTH
120' ULTIMATE RIGHT OF WAY

EDGE OF EX. PAVEMENT

PARCEL 212
GETHESEMANE UNITED METH. CHURCH
USE: CHURCH
ZONE: R-55
L.33845 F. 00315
15897 S.F.
(0.2731 AC.)

PARCEL A
ADDISON OVERLOOK LLC.
USE: TOWN HOMES
ZONE: R-T
SUB.: WALKER MILL TOWNE
L.37438, F. 00615

TOWNE TERRACE

PARCEL "K"
259,041 S.F.
TO BE CONVEYED TO
M-NCPPC

20' W.S.S.C. EASEMENT
LIBER 3031, FOLIO 370

FUTURE PHASE

FUTURE PHASE

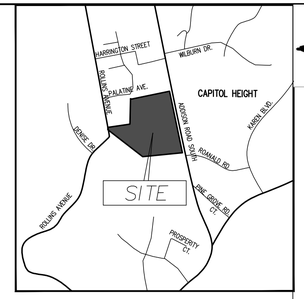
SEE SHEET 3 OF 10

SEE SHEET 6 OF 10

NORTH

GRAPHIC SCALE
30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

ONLY FOR LANDSCAPE USE



VICINITY MAP
SCALE: 1"= 2000'

APPLICANT

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STATE OF MARYLAND
GARY ROBERT BUTSON
NO. 53
REGISTERED LANDSCAPE ARCHITECT

GARY R. BUTSON
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MD. # 53

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PROJECT NUMBER: DSP-25002

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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

LANDSCAPE PLAN

REVISIONS

DATE: DEC., 2025
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 4 OF 10

SEE SHEET 3 OF 10

SEE SHEET 2 OF 10

SEE SHEET 4 OF 10

SEE SHEET 6 OF 10

SEE SHEET 7 OF 10

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
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FENCE LINE	TREE LINE
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TREE LINE	BUILDING
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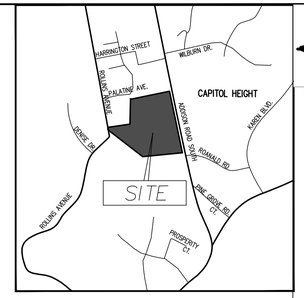
WETLAND BUFFER	SHRUBS
STREAM	



VICINITY MAP

SCALE: 1"= 2000'

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GRAPHIC SCALE

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(IN FEET)
1 inch = 30 ft.

STATE OF MARYLAND
GARY ROBERT BUTSON
NO. 53
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GARY R. BUTSON
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MD. # 53

05/05/2026
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M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

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METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

LANDSCAPE PLAN

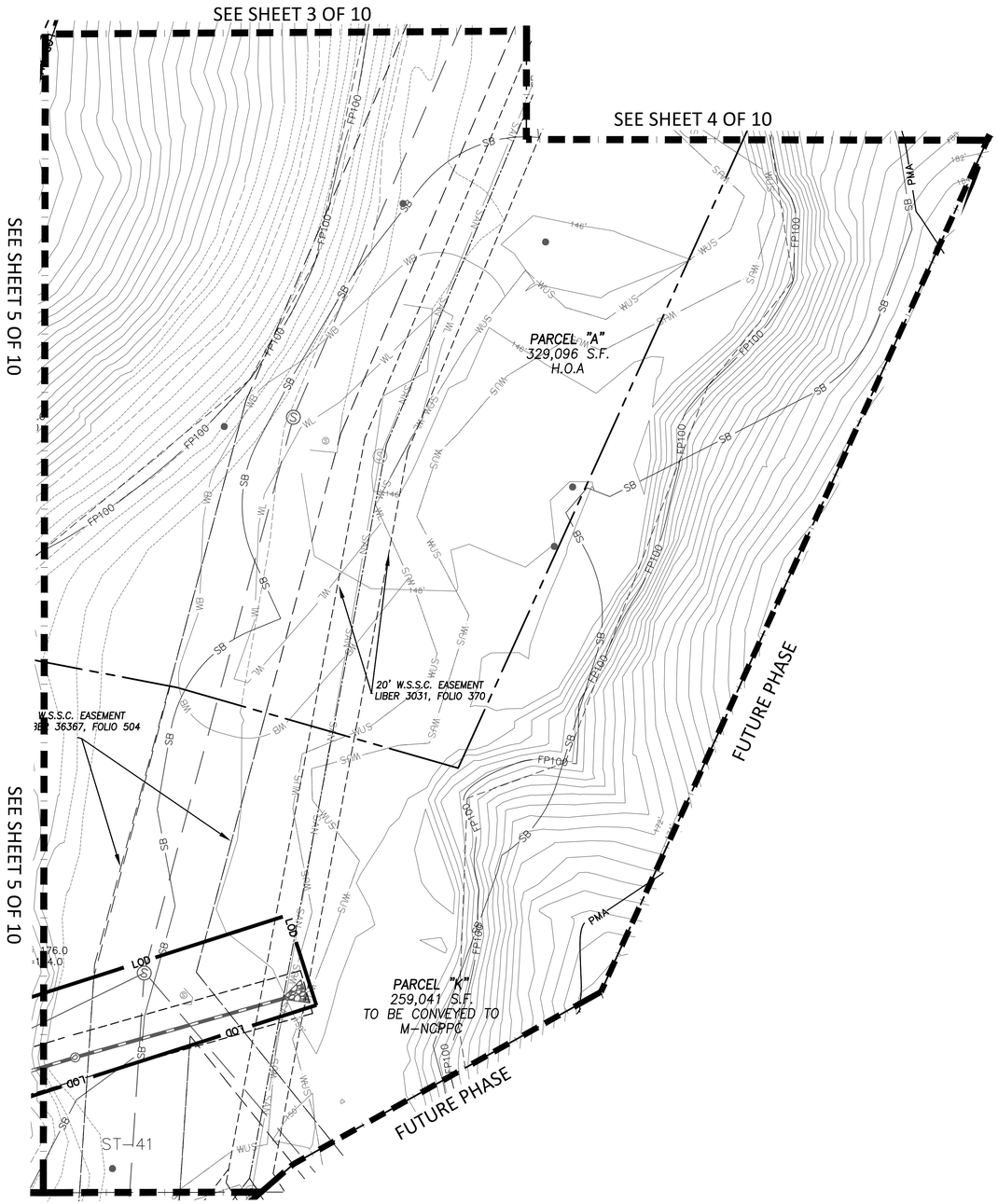
REVISIONS

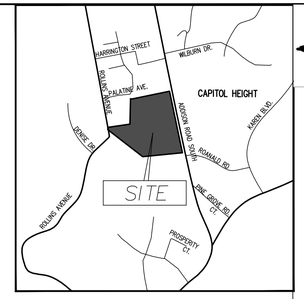
DATE: DEC., 2025	
DWN. JK	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 15-026	
SHEET NO. 5 OF 10	

LEGEND:

EXISTING:		PROPOSED:	
	FIRE HYDRANT		FIRE HYDRANT
WV	WATER VALVE		WATER VALVE
W	WATER MANHOLE		YARD INLET
D	STORM DRAIN MANHOLE		STORM DRAIN PIPE
	LIGHT POLE		FLOW LINE
	POWER POLE	x	FENCE LINE
GV	GAS VALVE		SIGN
	FENCE LINE		TREE LINE
	SIGN		BUILDING RESTRICTION LINE(TYP.)
	TREE	20	CONTOUR
	TREE LINE		BUILDING
OHW	OVER HEAD WIRES		WATER
2	INTER. 2' CONTOUR		RIP RAP
10	INDEX 10' CONTOUR	SWM	STORMWATER MANAGEMENT FACILITY
SB	STREAM BUFFER		
PMA	PRIMARY MANAGEMENT AREA		
WL	WETLAND		
FP100	FLOODPLAIN		
WB	WETLAND BUFFER		
	STREAM		
LOD	LIMIT OF DISTURBANCE		
QP	SHADE TREE		
	ORNAMENTAL TREE		
	EVERGREEN TREE		
	SHRUBS		

NORTH





VICINITY MAP
SCALE: 1"= 2000'

ONLY FOR LANDSCAPE USE

APPLICANT

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GRAPHIC SCALE
30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

LANDSCAPE PLAN CERTIFIED BY:
GARY R. BUTSON
REGISTERED LANDSCAPE ARCHITECT
MD. # 53
STATE OF MARYLAND · GARY ROBERT BUTSON · NO. 53 · REGISTERED LANDSCAPE ARCHITECT
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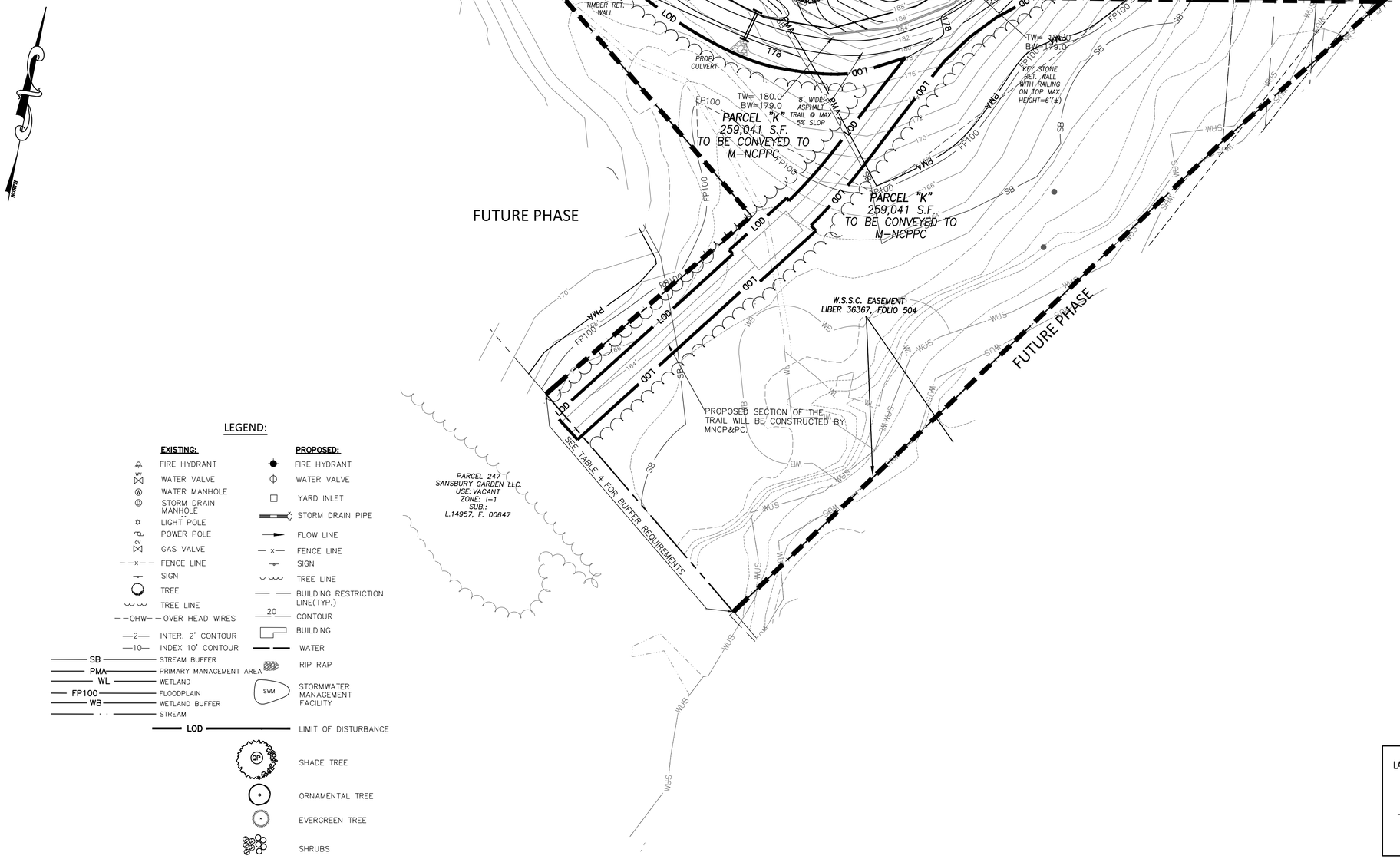
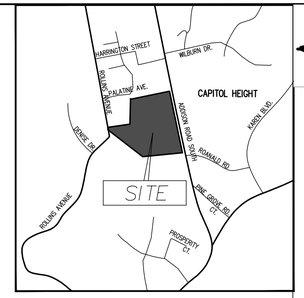
METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

LANDSCAPE PLAN

REVISIONS

DATE: MARCH., 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 6 OF 10





VICINITY MAP

SCALE: 1"= 2000'

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OVER HEAD WIRES	WATER
INTER. 2' CONTOUR	RIP RAP
INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
STREAM BUFFER	
PRIMARY MANAGEMENT AREA	
WETLAND	
FLOODPLAIN	
WETLAND BUFFER	
STREAM	
LIMIT OF DISTURBANCE	
SHADE TREE	
ORNAMENTAL TREE	
EVERGREEN TREE	
SHRUBS	

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
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GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.

LANDSCAPE PLAN CERTIFIED BY:

STATE OF MARYLAND
GARY ROBERT BUTSON
NO. 53
REGISTERED LANDSCAPE ARCHITECT

GARY R. BUTSON
REGISTERED LANDSCAPE ARCHITECT
MD. # 53

05/05/2026
DATE

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QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY

PROJECT NUMBER: DSP-25002

For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

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METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

LANDSCAPE PLAN

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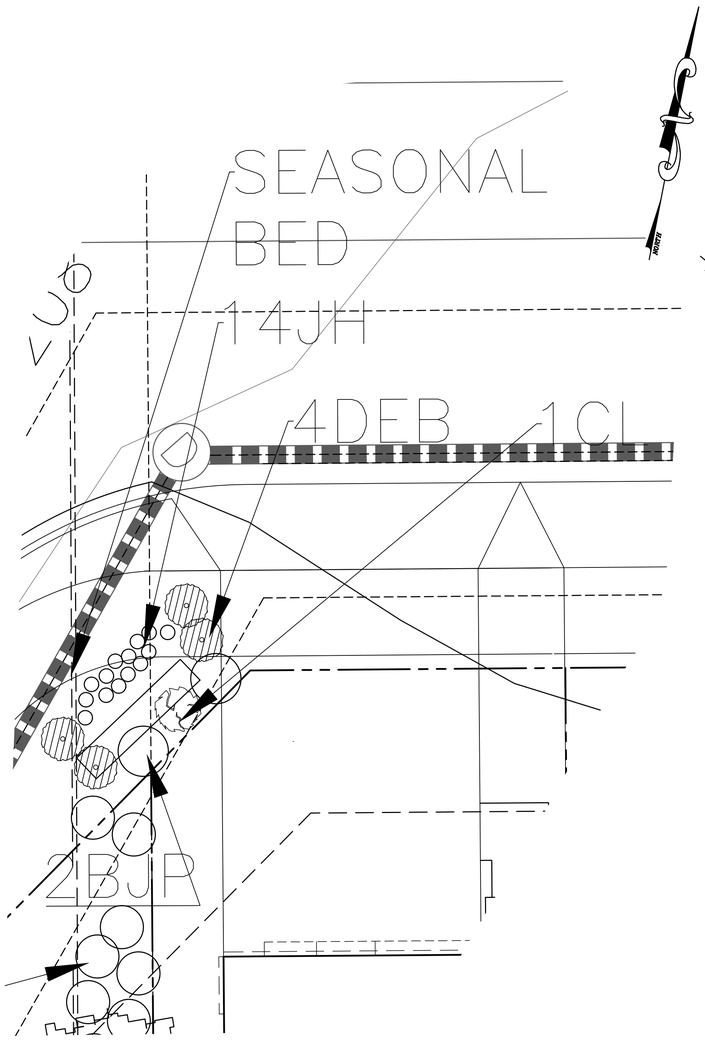
DWN.	CHECKED
JK	MT

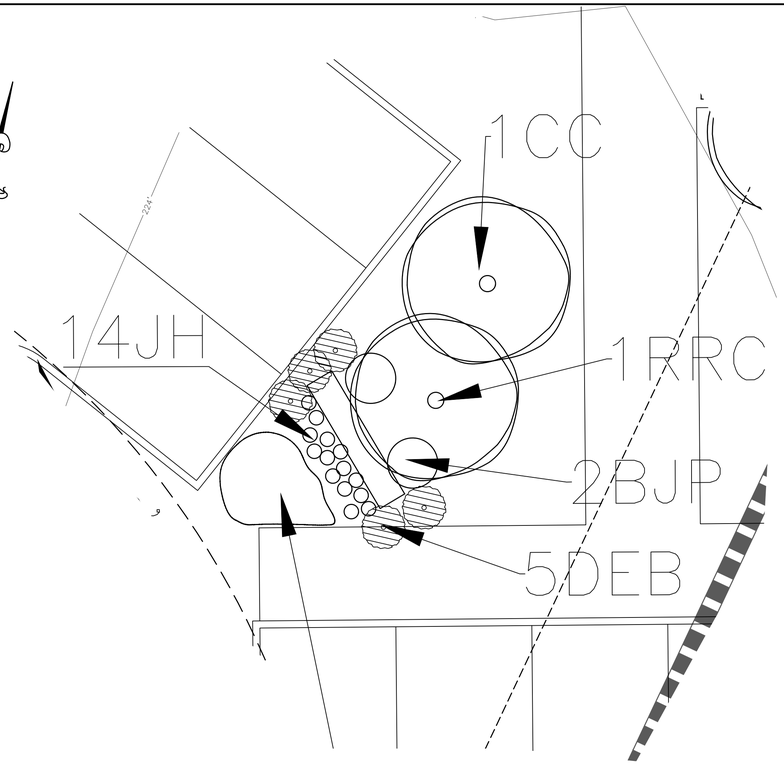
SCALE: AS SHOWN

PROJECT/FILE NO. 15-026

SHEET NO. 7 OF 10



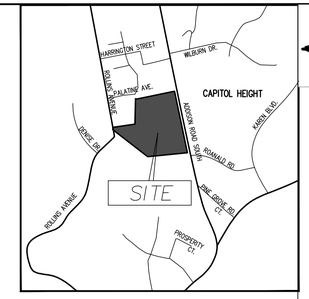
MAIN ENTRANCE MONUMENT SIGN
SCALE: 1" = 5'



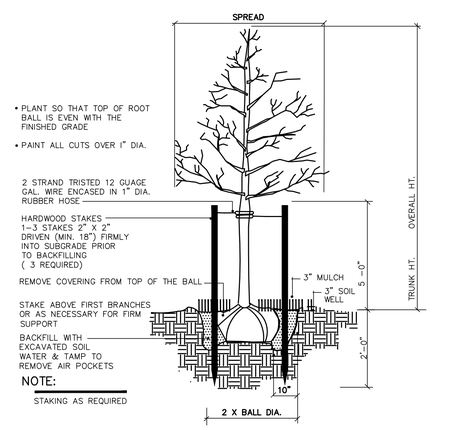
PARCEL "G" MONUMENT SIGN
SCALE: 1" = 5'

LEGEND:

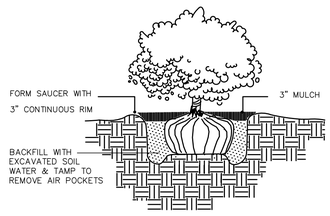
EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OVER HEAD WIRES	WATER
INTER. 2' CONTOUR	RIP RAP
INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
STREAM BUFFER	LIMIT OF DISTURBANCE
PRIMARY MANAGEMENT AREA	SHADE TREE
WETLAND	ORNAMENTAL TREE
FLOODPLAIN	EVERGREEN TREE
WETLAND BUFFER	SHRUBS
STREAM	



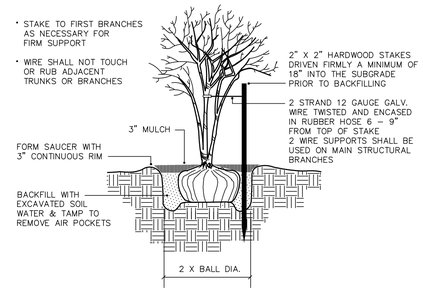
VICINITY MAP
SCALE: 1"= 2000'



DECIDUOUS TREE PLANTING – VERTICAL STAKES
SCALE: NOT TO SCALE



SHRUB PLANTING
SCALE: NOT TO SCALE



MULTI–TRUNK TREE STAKING
SCALE: NOT TO SCALE

GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.

LANDSCAPE PLAN CERTIFIED BY:

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GARY ROBERT BUTSON
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05/05/2026
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SHEET NO. 8 OF 10

TABLE "1"
BUFFERING IMCOMPATIBLE USES REQUIREMENTS
(SECTION 4.7)

1) GENERAL PLAN DESIGNATION: DEVELOPED TIER
2) USE OF PROPOSED DEVELOPMENT: TOWNHOUSES
3) IMPACT OF PROPOSED DEVELOPMENT: TOWNHOUSES
4) USE OF ADJOINING DEVELOPMENT: ONE-FAMILY DETACHED
5) IMPACT OF ADJOINING PROPERTY: ONE-FAMILY DETACHED
6) MINIMUN REQUIRED BUFFERYARD: A
7) MINIMUM REQUIRED BUILDING SETBACK: 20'
8) BUILDING SETBAK PROVIDED: 45'
9) MINIMUM WIDTH OF LANDSCAPE YARD: 10'
10) WIDTH OF LANDSCAPE YARD PROVIDED: 10'
11) LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND R/W: 535'
12) PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING WOODLAND: N/A
13) SIX FOOT FENCE OR WALL OR FIVE FOOT BERM EMPLOYED IN BUFFER YARD: NO
14) TOTAL NUMBER OF PLANT UNITS REQUIRED IN BUFFER STRIP: PLANT UNITS: 214
15)
NUMBER OF SHADE TREES PROVIDED 11 X 10 = 110
NUMBER OF EVERGREEN PROVIDED 11 X 5 = 55
NUMBER OF ORNAMENTALS PROVIDED 10 X 5 = 50
NUMBER OF SHRUBS 00 X 1 = 00

TOTAL NUMBER OF PLANT UNITS PROVIDED IN BUFFER STRIP: 215

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TABLE "2"
BUFFERING IMCOMPATIBLE USES REQUIREMENTS
(SECTION 4.7)

1) GENERAL PLAN DESIGNATION: DEVELOPED TIER
2) USE OF PROPOSED DEVELOPMENT: MULTIFAMILY
3) IMPACT OF PROPOSED DEVELOPMENT: MULTIFAMILY
4) USE OF ADJOINING DEVELOPMENT: ONE-FAMILY DETACHED
5) IMPACT OF ADJOINING PROPERTY: ONE-FAMILY DETACHED
6) MINIMUN REQUIRED BUFFERYARD: B
7) MINIMUM REQUIRED BUILDING SETBACK: 30'
8) BUILDING SETBAK PROVIDED: 30'
9) MINIMUM WIDTH OF LANDSCAPE YARD: 20'
10) WIDTH OF LANDSCAPE YARD PROVIDED: 20'
11) LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND R/W: 336.37'
12) PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING WOODLAND: 55
13) SIX FOOT FENCE OR WALL OR FIVE FOOT BERM EMPLOYED IN BUFFER YARD: NO
14) TOTAL NUMBER OF PLANT UNITS REQUIRED IN BUFFER STRIP: PLANT UNITS: 150 X .80 = 120
15)
NUMBER OF SHADE TREES PROVIDED 6 X 10 = 60
NUMBER OF EVERGREEN PROVIDED 6 X 5 = 30
NUMBER OF ORNAMENTALS PROVIDED 7 X 5 = 35
NUMBER OF SHRUBS 00 X 1 = 00

TOTAL NUMBER OF PLANT UNITS PROVIDED IN BUFFER STRIP: 125

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TABLE "3"
BUFFERING IMCOMPATIBLE USES REQUIREMENTS
(SECTION 4.7)

1) GENERAL PLAN DESIGNATION: DEVELOPED TIER
2) USE OF PROPOSED DEVELOPMENT: COMMON AREA
3) IMPACT OF PROPOSED DEVELOPMENT: NONE
4) USE OF ADJOINING DEVELOPMENT: COMMON AREA
5) IMPACT OF ADJOINING PROPERTY: NONE
6) MINIMUN REQUIRED BUFFERYARD: N/A
7) MINIMUM REQUIRED BUILDING SETBACK: N/A
8) BUILDING SETBAK PROVIDED: N/A
9) MINIMUM WIDTH OF LANDSCAPE YARD: N/A
10) WIDTH OF LANDSCAPE YARD PROVIDED: N/A
11) LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND R/W: 871.59'
12) PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING WOODLAND: 100%
13) SIX FOOT FENCE OR WALL OR FIVE FOOT BERM EMPLOYED IN BUFFER YARD: NO
14) TOTAL NUMBER OF PLANT UNITS REQUIRED IN BUFFER STRIP: PLANT UNITS: N/A
15)
NUMBER OF SHADE TREES PROVIDED 0 X 10 = 00
NUMBER OF EVERGREEN PROVIDED 0 X 5 = 00
NUMBER OF ORNAMENTALS PROVIDED 0 X 5 = 00
NUMBER OF SHRUBS 00 X 1 = 00

TOTAL NUMBER OF PLANT UNITS PROVIDED IN BUFFER STRIP: N/A

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TABLE "4"
BUFFERING IMCOMPATIBLE USES REQUIREMENTS
(SECTION 4.7)

1) GENERAL PLAN DESIGNATION: DEVELOPED TIER
2) USE OF PROPOSED DEVELOPMENT: COMMON AREA
3) IMPACT OF PROPOSED DEVELOPMENT: LOW
4) USE OF ADJOINING DEVELOPMENT: VACANT
5) IMPACT OF ADJOINING PROPERTY: LOW
6) MINIMUN REQUIRED BUFFERYARD: NONE
7) MINIMUM REQUIRED BUILDING SETBACK: N/A
8) BUILDING SETBAK PROVIDED: N/A
9) MINIMUM WIDTH OF LANDSCAPE YARD: N/A
10) WIDTH OF LANDSCAPE YARD PROVIDED: N/A
11) LINEAR FEET OF BUFFER STRIP REQUIRED ALONG PROPERTY LINE AND R/W: 156.90'
12) PERCENTAGE OF REQUIRED BUFFERYARD OCCUPIED BY EXISTING WOODLAND: 100%
13) SIX FOOT FENCE OR WALL OR FIVE FOOT BERM EMPLOYED IN BUFFER YARD: NO
14) TOTAL NUMBER OF PLANT UNITS REQUIRED IN BUFFER STRIP: PLANT UNITS: N/A
15)
NUMBER OF SHADE TREES PROVIDED 0 X 10 = 00
NUMBER OF EVERGREEN PROVIDED 0 X 5 = 00
NUMBER OF ORNAMENTALS PROVIDED 0 X 5 = 00
NUMBER OF SHRUBS 00 X 1 = 00

TOTAL NUMBER OF PLANT UNITS PROVIDED IN BUFFER STRIP: N/A

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TABLE 17
SCHEDULE 4.9-1
SUSTAINABLE LANDSCAPING REQUIREMENTS

1) PERCENTAGE OF NATIVE PLANT MATERIAL REQUIRED IN EACH CATEGORY:

SHADE TREES: TOTAL_209_X 50% = __105__TOTAL NUMBER REQUIRED
TOTAL NUMBER PROVIDED__192__= __90__% NATIVE

ORNMAENTAL TREES: TOTAL_77__X 50% = __39__TOTAL NUMBER REQUIRED
TOTAL NUMBER PROVIDED_49__= __63__% NATIVE

EVERGREEN TREES: TOTAL__66_X 30% = __20__TOTAL NUMBER REQUIRED
TOTAL NUMBER PROVIDED_37__= __57__% NATIVE

SHRUBS: TOTAL_247__X 30% = __75_TOTAL NUMBER REQUIRED
TOTAL NUMBER PROVIDED_140__= __56__% NATIVE

2) ARE INVASIVE SPECIES PROPOSED? _____YES _X___NO

3) ARE EXISTING INVASIVE SPECIES ON-SITE IN AREAS THAT ARE TO REMAIN UNDISTURBED?
_____YES _X___NO

4) IF "YES" IS CHECKED IN NUMBER 2 OR 3, IS A NOTE INCLUDED ON THE PLAN REQUIRING REMOVAL OF INVASIVE SPECIES PRIOR TO CERTIFICATION IN ACCORDANCE WITH SECTION 1.5, CERTIFICATION ON INSTALLATION OF PLANT MATERIALS? _____YES _____NO

5) ARE TREES PROPOSED TO BE PLANTED ON SLOPES GREATER THAN 3:1? _____YES _X___NO

METRO CITY PLANT LIST

LABEL	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	SPACING	NATIVE
Shade Trees							
AR	43	Acer rubrum 'October Glory'	October Glory Red Maple	2 1/2"-3" Cal.	B&B	PER PLAN	YES
ARR	37	Acer rubrum 'Red Sunset'	Red Sunset Red Maple	2 1/2"-3" Cal.	B&B	PER PLAN	YES
AS	48	Acer saccharum	Sugar Maple	2 1/2"-3" Cal.	B&B	PER PLAN	YES
QP	52	Quercus palustris	Pin oak	2 1/2"-3" Cal.	B&B	PER PLAN	YES
WO	23	Quercus phellos	Willow Oak	2 1/2"-3" Cal.	B&B	PER PLAN	YES
ZS	18	Zelkova serrata 'Green Vase'	Green Vase Japanese Zelkova	2 1/2"-3" Cal.	B&B	PER PLAN	NO
Understory Trees							
AC	20	Amelanchier canadensis	Serviceberry	12'-14'	B&B	PER PLAN	YES
CC	29	Cercis canadensis	Redbud	12'-14'	B&B	PER PLAN	YES
PK	12	Prunus serrulata 'Kwanzan'	Kwanzan Cherry	12'-14'	B&B	PER PLAN	NO
PY	12	Prunus yeodoensis	Yoshino Cherry	12'-14'	B&B	PER PLAN	NO
RRC	4	Lagerstroemia indica 'WhitIV'	Red Rocket Crape Myrtle	12'-14'	B&B	PER PLAN	NO
Evergreen Trees							
JV	37	Juniperus virginiana	Eastern Redcedar	6-8' Ht.	B&B	PER PLAN	YES
PN	25	Austrian pine	Pinus nigra	6-8' Ht.	B&B	PER PLAN	NO
BPJ	4	Juniperus chinensis 'Blue Point'	Blue point Juniper	6-8' Ht.	B&B	PER PLAN	NO
Shrubs							
TM	37	Taxus x media 'Densiformis'	Dense Yew	30"-36"	CONTAINER	PER PLAN	YES
CL	24	Prunus laurocerasus 'Otto Luyken'	Otto Luyken Cherry Laurel	30"-36"	B&B	PER PLAN	YES
JH	28	Juniperus horizontales	Creeping Juniper	1 Galon	CONTAINER	PER PLAN	YES
DEB	9	Buxus semperverins 'Suffruticosa'	Dwarf English Boxwood	16"-18"	CONTAINER	PER PLAN	NO
BTM	6	Berberis Thumbergii 'monomb'	Cherry Bomb Japanese Barberry	18"-24"	CONTAINER	PER PLAN	NO
GGB	92	Buxus X 'Green Gem'	Green Gem Boxwood	18"-24"	CONTAINER	PER PLAN	NO
FG	51	Fothergilla gardenii	Dwarf Fothergilla	18"-24"	CONTAINER	PER PLAN	YES

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TABLE "7"
STREET TREES PRIVATE ROADS
(SECTION 4.10-1)
METRO CITY STREET

1) NUMBER OF STREET TREE REQUIRED (1 PER 35 LINEAR FEET OF FRONTAGE EXCLUDING DRIVEWAY OPENING): **2**
(57 FEET OF STREET FRONTAGE)
2) NUMBER OF STREET TREES PROVIDED: 2
3) IF ORNAMENTAL TREES ARE USED, ARE THEY SPACED ON AVERAGE OF 30 FEET ON CENTER? (ORNAMENTAL TREES MAY ONLY BE USED WHERE OVERHEAD WIRES PROHIBIT THE PLANTING OF SHADE TREES) **NO**
4) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF AN INTERSECTION? **YES**
5) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
6) ARE STREET TREES LOCATED A MINIMUN OF 20 FEET THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
7) ARE STREET LOCATED BETWEEN THE SIDEWALK AND FACE OF CURB IN A SPACE NO LESS THAN 5 FEET WIDE? **YES**
8) ARE STREET TREES LOCATED A MINIMUN OF 15 FEET FROM STREET LIGHT POLES? **YES**
9) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM WATER METERS? **YES**
10) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM STORM DRAIN INLETS, HYDRANTS, OR MANHOLES? **YES**
11) AREA OF SOIL SURFACE REQUIERED (MINIMUM OF 150 SQUARE FEET FOR ISOLATED TREES AND MINIMUM OF 120 SQUARE FEET FOR CONTINIOUS LANDSCAPE STRIPS) **500 S.F.**
12) MINIMUN AREA OF SOIL SURFACE PROVIDED: **500 S.F.**

TABLE "8"
STREET TREES PRIVATE ROADS
(SECTION 4.10-1)
METRO CITY STREET

1) NUMBER OF STREET TREE REQUIRED (1 PER 35 LINEAR FEET OF FRONTAGE EXCLUDING DRIVEWAY OPENING): **5**
(154 FEET OF STREET FRONTAGE)
2) NUMBER OF STREET TREES PROVIDED: 5
3) IF ORNAMENTAL TREES ARE USED, ARE THEY SPACED ON AVERAGE OF 30 FEET ON CENTER? (ORNAMENTAL TREES MAY ONLY BE USED WHERE OVERHEAD WIRES PROHIBIT THE PLANTING OF SHADE TREES) **NO**
4) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF AN INTERSECTION? **YES**
5) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
6) ARE STREET TREES LOCATED A MINIMUN OF 20 FEET THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
7) ARE STREET LOCATED BETWEEN THE SIDEWALK AND FACE OF CURB IN A SPACE NO LESS THAN 5 FEET WIDE? **YES**
8) ARE STREET TREES LOCATED A MINIMUN OF 15 FEET FROM STREET LIGHT POLES? **YES**
9) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM WATER METERS? **YES**
10) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM STORM DRAIN INLETS, HYDRANTS, OR MANHOLES? **YES**
11) AREA OF SOIL SURFACE REQUIERED (MINIMUM OF 150 SQUARE FEET FOR ISOLATED TREES AND MINIMUM OF 120 SQUARE FEET FOR CONTINIOUS LANDSCAPE STRIPS) **1,200 S.F.**
12) MINIMUN AREA OF SOIL SURFACE PROVIDED: **1,200 S.F.**

Table 5
Residential requirements for townhomes
Section 4.1-2

1) Number of dwelling units: 72 units
2) Number of trees required per dwelling units: 1.5 shade tree, 1 ornamental
3) Total number of trees required: 108 shade trees, 72 ornamentals
4) Total number of trees provided: 108 shade trees, 61 ornamentals, 49 evergreens

Table 6
Residential requirements for Multifamily
Section 4.1-4

1) General Plan designation: Developed tier, 1 shade tree per 1,000 square feet of green space provided
2) Green space provided: 359,890 S.F. ORR 8.26 AC.
3) Number of shade trees required: 373 shade trees
4) Total number of trees provided: 4 acres of preservation will be provided on site. The average DBH found on site during the preparation of the NRI is 18" and the average trees per acres are between 175 and 200. In addition, 206 shade trees are proposed to be planted on site.

LANDSCAPE PLAN CERTIFIED BY:
GARY R. BUTSON
REGISTERED LANDSCAPE ARCHITECT
MD. # 53
STATE OF MARYLAND · GARY ROBERT BUTSON · NO. 53 · REGISTERED LANDSCAPE ARCHITECT
05/07/2026
DATE

TABLE 18

Tree Canopy Coverage Schedule for Sec. 25-128

Project Name:	TCP2#:	DRD Case #:	Area (acres)
Metro City (Phase 1)	2026-0018	DSP-25002	
Site Calculations:	Zone 1:	RMF-48	17.75
	Zone 2:		
	Zone 3:		
	Zone 4:		
	Total Acres:		17.75

Total Acres (net acres)	% of TCC required	TCC Required (Acres)	TCC Required in (SF)
17.75	20.0%	3.55	154638
A. TOTAL ON-SITE WC PROVIDED (acres) =	4.00	acres	174240
B. TOTAL AREA EXISTING TREES (non-WC acres) =	8.75	acres	381150
C. TOTAL SQUARE FOOTAGE IN LANDSCAPE TREES =			0
D. TOTAL TREE CANOPY COVERAGE PROVIDED =			555390
E. TOTAL SQUARE FOOTAGE REQUIRED =			154638
			Requirement Satisfied

Credit Categories for Landscape Trees	TCC Credit per Tree Based on Size at Planting (SF)	Number of Trees	TCC Credit (SF)
Deciduous - **columnar** shade tree (50 ' or less height)	2-1/2 - 3" = 65		0
	3 - 3 1/2" = 75		0
Deciduous - **ornamental** tree (20' or less height with equal spread). Minimum planting size 7 - 9 ' in height	1-1/2 - 1-3/4" = 75		0
	2 - 2 1/2" = 100		0
	2-1/2 - 3" = 110		0
Deciduous - **minor shade** tree (25-50' height with equal spread or greater). Minimum planting size 8-10' in height	2-1/2 - 3" = 160		0
	3 - 3 1/2" = 175		0
Deciduous - **major shade** tree (50' and greater ht. with spread equal to or greater than ht) Minimum planting size 12 to 14' in height	2-1/2 - 3" = 225		0
	3 - 3 1/2" = 250		0
Evergreen - **columnar** tree (less than 30' height with spread less than 15')	6 - 8' = 40		0
	8 - 10' = 50		0
	10 - 12' = 75		0
Evergreen - **small tree** (30-40' height with spread of 15-20')	6 - 8' = 75		0
	8 - 10' = 100		0
	10 - 12' = 125		0
Evergreen - **medium tree** (40-50' height with spread of 20-30')	6 - 8' = 125		0
	8 - 10' = 150		0
	10 - 12' = 175		0
Evergreen - **large tree** (50' height or greater with spread of over 30')	6 - 8' = 150		0
	8 - 10' = 200		0
	10 - 12' = 250		0
TOTAL NUMBER OF TREES/ TCC CREDIT (SF)		0	0

(Manually enter information/figures into shaded areas)

MASSOUD TOWHIDI — Prepared by
5/7/2026 — Date

Revised June 2011

METRO CITY IS A PRIORITY ONE PROJECT

THIS BLOCK FOR OFFICIAL USE ONLY
QR label certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.
M-NCPPC
APPROVAL

PROJECT NAME: METRO CITY
PROJECT NUMBER: DSP-25002
For Conditions of Approval see Site Plan Cover Sheet or Approval Sheet Revision number must be included in the Project Number

CDDI
CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS — PLANNERS — SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

LANDSCAPE PLAN
DETAIL SHEET

REVISIONS

DATE: MAY, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 9 OF 10

TABLE "9"
STREET TREES PRIVATE ROADS
(SECTION 4.10-1)
STREET B

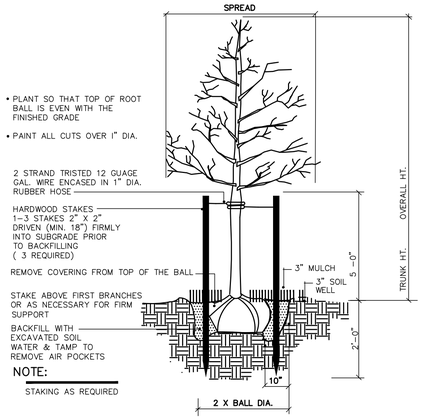
1) NUMBER OF STREET TREE REQUIRED (1 PER 35 LINEAR FEET OF FRONTAGE EXCLUDING DRIVEWAY OPENING): **3** (100 FEET OF STREET FRONTAGE)
2) NUMBER OF STREET TREES PROVIDED: **3**
3) IF ORNAMENTAL TREES ARE USED, ARE THEY SPACED ON AVERAGE OF 30 FEET ON CENTER? (ORNAMENTAL TREES MAY ONLY BE USED WHERE OVERHEAD WIRES PROHIBIT THE PLANTING OF SHADE TREES) **NO**
4) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF AN INTERSECTION? **YES**
5) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
6) ARE STREET TREES LOCATED A MINIMUN OF 20 FEET THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
7) ARE STREET LOCATED BETWEEN THE SIDEWALK AND FACE OF CURB IN A SPACE NO LESS THAN 5 FEET WIDE? **YES**
8) ARE STREET TREES LOCATED A MINIMUN OF 15 FEET FROM STREET LIGHT POLES? **YES**
9) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM WATER METERS? **YES**
10) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM STORM DRAIN INLETS, HYDRANTS, OR MANHOLES? **YES**
11) AREA OF SOIL SURFACE REQUIERED (MINIMUM OF 150 SQUARE FEET FOR ISOLATED TREES AND MINIMUM OF 120 SQUARE FEET FOR CONTINIOUS LANDSCAPE STRIPS) **450 S.F.**
12) MINIMUN AREA OF SOIL SURFACE PROVIDED: **1,000 S.F.**

TABLE "10"
STREET TREES PRIVATE ROADS
(SECTION 4.10-1)
STREET B

1) NUMBER OF STREET TREE REQUIRED (1 PER 35 LINEAR FEET OF FRONTAGE EXCLUDING DRIVEWAY OPENING): **6** (207 FEET OF STREET FRONTAGE)
2) NUMBER OF STREET TREES PROVIDED: **7**
3) IF ORNAMENTAL TREES ARE USED, ARE THEY SPACED ON AVERAGE OF 30 FEET ON CENTER? (ORNAMENTAL TREES MAY ONLY BE USED WHERE OVERHEAD WIRES PROHIBIT THE PLANTING OF SHADE TREES) **NO**
4) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF AN INTERSECTION? **YES**
5) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
6) ARE STREET TREES LOCATED A MINIMUN OF 20 FEET THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
7) ARE STREET LOCATED BETWEEN THE SIDEWALK AND FACE OF CURB IN A SPACE NO LESS THAN 5 FEET WIDE? **YES**
8) ARE STREET TREES LOCATED A MINIMUN OF 15 FEET FROM STREET LIGHT POLES? **YES**
9) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM WATER METERS? **YES**
10) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM STORM DRAIN INLETS, HYDRANTS, OR MANHOLES? **YES**
11) AREA OF SOIL SURFACE REQUIERED (MINIMUM OF 150 SQUARE FEET FOR ISOLATED TREES AND MINIMUM OF 120 SQUARE FEET FOR CONTINIOUS LANDSCAPE STRIPS) **1,050 S.F.**
12) MINIMUN AREA OF SOIL SURFACE PROVIDED: **2,000 S.F.**

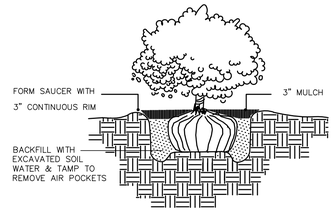
TABLE "11"
STREET TREES PRIVATE ROADS
(SECTION 4.10-1)
STREET C

1) NUMBER OF STREET TREE REQUIRED (1 PER 35 LINEAR FEET OF FRONTAGE EXCLUDING DRIVEWAY OPENING): **7** (230 FEET OF STREET FRONTAGE)
2) NUMBER OF STR EET TREES PROVIDED: 7
3) IF ORNAMENTAL TREES ARE USED, ARE THEY SPACED ON AVERAGE OF 30 FEET ON CENTER? (ORNAMENTAL TREES MAY ONLY BE USED WHERE OVERHEAD WIRES PROHIBIT THE PLANTING OF SHADE TREES) **NO**
4) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF AN INTERSECTION? **YES**
5) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
6) ARE STREET TREES LOCATED A MINIMUN OF 20 FEET THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
7) ARE STREET LOCATED BETWEEN THE SIDEWALK AND FACE OF CURB IN A SPACE NO LESS THAN 5 FEET WIDE? **YES**
8) ARE STREET TREES LOCATED A MINIMUN OF 15 FEET FROM STREET LIGHT POLES? **YES**
9) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM WATER METERS? **YES**
10) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM STORM DRAIN INLETS, HYDRANTS, OR MANHOLES? **YES**
11) AREA OF SOIL SURFACE REQUIERED (MINIMUM OF 150 SQUARE FEET FOR ISOLATED TREES AND MINIMUM OF 120 SQUARE FEET FOR CONTINIOUS LANDSCAPE STRIPS) **1,050 S.F.**
12) MINIMUN AREA OF SOIL SURFACE PROVIDED: **1,050 S.F.**



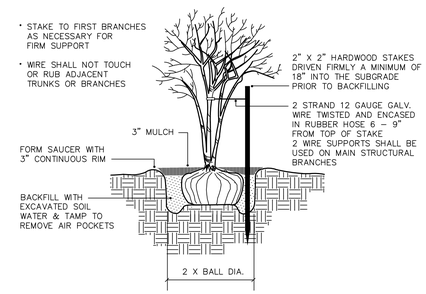
DECIDOUS TREE PLANTING – VERTICAL STAKES

SCALE: NOT TO SCALE



SHRUB PLANTING

SCALE: NOT TO SCALE



MULTI–TRUNK TREE STAKING

SCALE: NOT TO SCALE

TABLE "12"
STREET TREES PRIVATE ROADS
(SECTION 4.10-1)
STREET C

1) NUMBER OF STREET TREE REQUIRED (1 PER 35 LINEAR FEET OF FRONTAGE EXCLUDING DRIVEWAY OPENING): **1** (25 FEET OF STREET FRONTAGE)
2) NUMBER OF STREET TREES PROVIDED: 1
3) IF ORNAMENTAL TREES ARE USED, ARE THEY SPACED ON AVERAGE OF 30 FEET ON CENTER? (ORNAMENTAL TREES MAY ONLY BE USED WHERE OVERHEAD WIRES PROHIBIT THE PLANTING OF SHADE TREES) **NO**
4) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF AN INTERSECTION? **YES**
5) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
6) ARE STREET TREES LOCATED A MINIMUN OF 20 FEET THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
7) ARE STREET LOCATED BETWEEN THE SIDEWALK AND FACE OF CURB IN A SPACE NO LESS THAN 5 FEET WIDE? **YES**
8) ARE STREET TREES LOCATED A MINIMUN OF 15 FEET FROM STREET LIGHT POLES? **YES**
9) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM WATER METERS? **YES**
10) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM STORM DRAIN INLETS, HYDRANTS, OR MANHOLES? **YES**
11) AREA OF SOIL SURFACE REQUIERED (MINIMUM OF 150 SQUARE FEET FOR ISOLATED TREES AND MINIMUM OF 120 SQUARE FEET FOR CONTINIOUS LANDSCAPE STRIPS) **150 S.F.**
12) MINIMUN AREA OF SOIL SURFACE PROVIDED: **150 S.F.**

TABLE "13"
STREET TREES PRIVATE ROADS
(SECTION 4.10-1)
STREET E

1) NUMBER OF STREET TREE REQUIRED (1 PER 35 LINEAR FEET OF FRONTAGE EXCLUDING DRIVEWAY OPENING): **17** (581 FEET OF STREET FRONTAGE)
2) NUMBER OF STREET TREES PROVIDED: 17
3) IF ORNAMENTAL TREES ARE USED, ARE THEY SPACED ON AVERAGE OF 30 FEET ON CENTER? (ORNAMENTAL TREES MAY ONLY BE USED WHERE OVERHEAD WIRES PROHIBIT THE PLANTING OF SHADE TREES) **NO**
4) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF AN INTERSECTION? **YES**
5) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
6) ARE STREET TREES LOCATED A MINIMUN OF 20 FEET THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
7) ARE STREET LOCATED BETWEEN THE SIDEWALK AND FACE OF CURB IN A SPACE NO LESS THAN 5 FEET WIDE? **YES**
8) ARE STREET TREES LOCATED A MINIMUN OF 15 FEET FROM STREET LIGHT POLES? **YES**
9) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM WATER METERS? **YES**
10) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM STORM DRAIN INLETS, HYDRANTS, OR MANHOLES? **YES**
11) AREA OF SOIL SURFACE REQUIERED (MINIMUM OF 150 SQUARE FEET FOR ISOLATED TREES AND MINIMUM OF 120 SQUARE FEET FOR CONTINIOUS LANDSCAPE STRIPS) **2,550 S.F.**
12) MINIMUN AREA OF SOIL SURFACE PROVIDED: **3,000 S.F.**

TABLE "14"
STREET TREES PRIVATE ROADS
(SECTION 4.10-1)
STREET E

1) NUMBER OF STREET TREE REQUIRED (1 PER 35 LINEAR FEET OF FRONTAGE EXCLUDING DRIVEWAY OPENING): 7 (235 FEET OF STREET FRONTAGE)
2) NUMBER OF STREET TREES PROVIDED: 7
3) IF ORNAMENTAL TREES ARE USED, ARE THEY SPACED ON AVERAGE OF 30 FEET ON CENTER? (ORNAMENTAL TREES MAY ONLY BE USED WHERE OVERHEAD WIRES PROHIBIT THE PLANTING OF SHADE TREES) **NO**
4) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF AN INTERSECTION? **YES**
5) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
6) ARE STREET TREES LOCATED A MINIMUN OF 20 FEET THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
7) ARE STREET LOCATED BETWEEN THE SIDEWALK AND FACE OF CURB IN A SPACE NO LESS THAN 5 FEET WIDE? **YES**
8) ARE STREET TREES LOCATED A MINIMUN OF 15 FEET FROM STREET LIGHT POLES? **YES**
9) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM WATER METERS? **YES**
10) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM STORM DRAIN INLETS, HYDRANTS, OR MANHOLES? **YES**
11) AREA OF SOIL SURFACE REQUIERED (MINIMUM OF 150 SQUARE FEET FOR ISOLATED TREES AND MINIMUM OF 120 SQUARE FEET FOR CONTINIOUS LANDSCAPE STRIPS) **1,500 S.F.**
12) MINIMUN AREA OF SOIL SURFACE PROVIDED: **1,500 S.F.**

LANDSCAPE PLAN CERTIFIED BY:

STATE OF MARYLAND · GARY ROBERT BUTSON · NO. 53 · REGISTERED LANDSCAPE ARCHITECT

GARY R. BUTSON
REGISTERED LANDSCAPE ARCHITECT
MD. # 53

05/05/2026
DATE

TABLE "15"
STREET TREES PRIVATE ROADS
(SECTION 4.10-1)
STREET D

1) NUMBER OF STREET TREE REQUIRED (1 PER 35 LINEAR FEET OF FRONTAGE EXCLUDING DRIVEWAY OPENING): **6** (183 FEET OF STREET FRONTAGE)
2) NUMBER OF STREET TREES PROVIDED: 6
3) IF ORNAMENTAL TREES ARE USED, ARE THEY SPACED ON AVERAGE OF 30 FEET ON CENTER? (ORNAMENTAL TREES MAY ONLY BE USED WHERE OVERHEAD WIRES PROHIBIT THE PLANTING OF SHADE TREES) **NO**
4) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF AN INTERSECTION? **YES**
5) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
6) ARE STREET TREES LOCATED A MINIMUN OF 20 FEET THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
7) ARE STREET LOCATED BETWEEN THE SIDEWALK AND FACE OF CURB IN A SPACE NO LESS THAN 5 FEET WIDE? **YES**
8) ARE STREET TREES LOCATED A MINIMUN OF 15 FEET FROM STREET LIGHT POLES? **YES**
9) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM WATER METERS? **YES**
10) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM STORM DRAIN INLETS, HYDRANTS, OR MANHOLES? **YES**
11) AREA OF SOIL SURFACE REQUIERED (MINIMUM OF 150 SQUARE FEET FOR ISOLATED TREES AND MINIMUM OF 120 SQUARE FEET FOR CONTINIOUS LANDSCAPE STRIPS) **900 S.F.**
12) MINIMUN AREA OF SOIL SURFACE PROVIDED: **1,200 S.F.**

TABLE "16"
STREET TREES PRIVATE ROADS
(SECTION 4.10-1)
STREET D

1) NUMBER OF STREET TREE REQUIRED (1 PER 35 LINEAR FEET OF FRONTAGE EXCLUDING DRIVEWAY OPENING): **6** (183 FEET OF STREET FRONTAGE)
2) NUMBER OF STREET TREES PROVIDED: 6
3) IF ORNAMENTAL TREES ARE USED, ARE THEY SPACED ON AVERAGE OF 30 FEET ON CENTER? (ORNAMENTAL TREES MAY ONLY BE USED WHERE OVERHEAD WIRES PROHIBIT THE PLANTING OF SHADE TREES) **NO**
4) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF AN INTERSECTION? **YES**
5) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
6) ARE STREET TREES LOCATED A MINIMUN OF 20 FEET THE POINT OF CURVATURE OF A RESIDENTIAL DRIVEWAY? **YES**
7) ARE STREET LOCATED BETWEEN THE SIDEWALK AND FACE OF CURB IN A SPACE NO LESS THAN 5 FEET WIDE? **YES**
8) ARE STREET TREES LOCATED A MINIMUN OF 15 FEET FROM STREET LIGHT POLES? **YES**
9) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM WATER METERS? **YES**
10) ARE STREET TREES LOCATED A MINIMUN OF 10 FEET FROM STORM DRAIN INLETS, HYDRANTS, OR MANHOLES? **YES**
11) AREA OF SOIL SURFACE REQUIERED (MINIMUM OF 150 SQUARE FEET FOR ISOLATED TREES AND MINIMUM OF 120 SQUARE FEET FOR CONTINIOUS LANDSCAPE STRIPS) **900 S.F.**
12) MINIMUN AREA OF SOIL SURFACE PROVIDED: **1,200 S.F.**

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

ONLY FOR LANDSCAPE USE

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1–800–257–7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

CDDI
CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CITY STREET

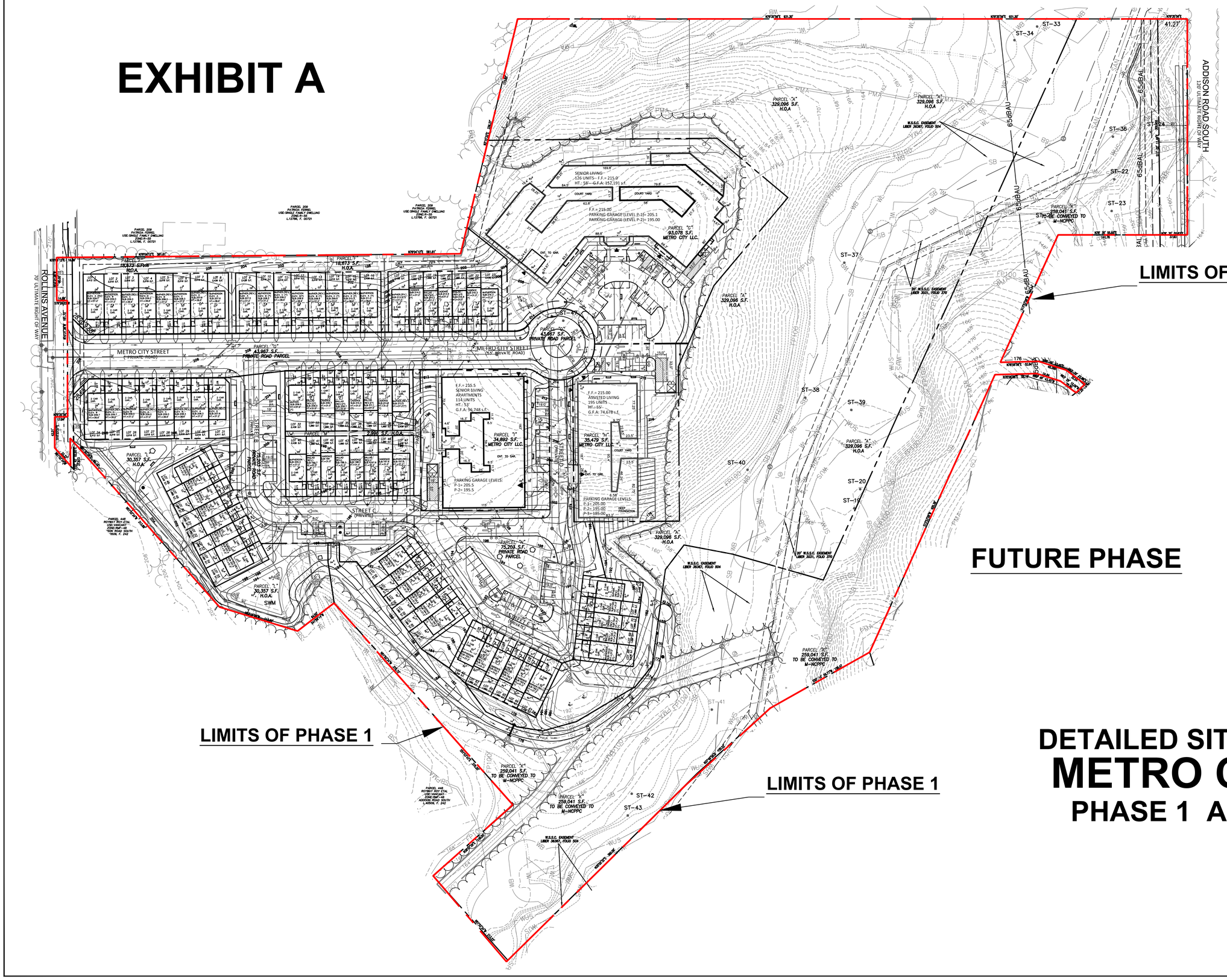
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

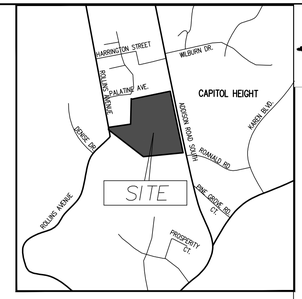
LANDSCAPE PLAN
DETAIL SHEET

REVISIONS

DATE: MARCH., 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15–026
SHEET NO. 10 OF 10

EXHIBIT A





VICINITY MAP

SCALE: 1"= 2000'

DETAILED SITE FOR METRO CITY PHASE 1 AREA

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

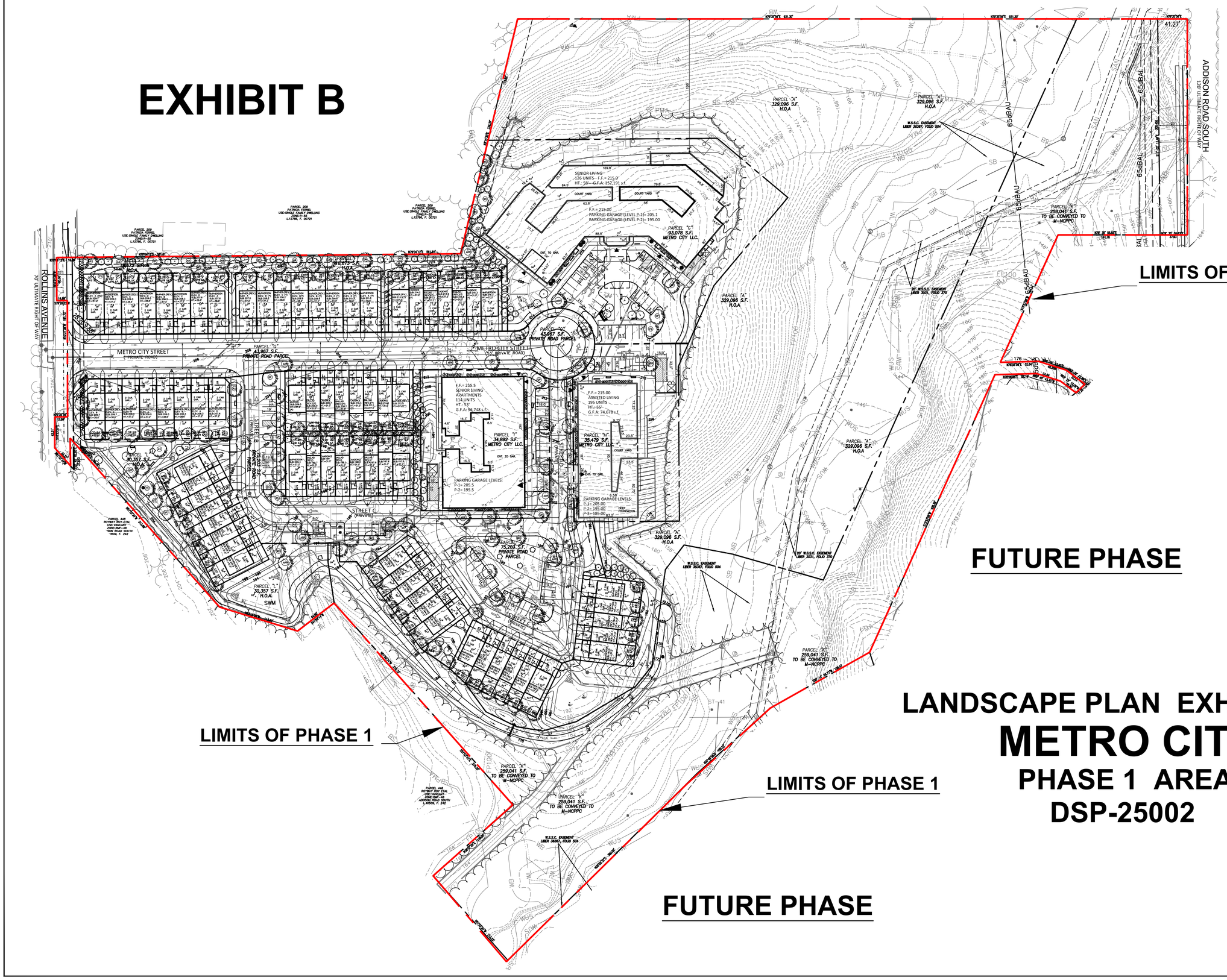
METRO CITY
METRO CIT STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

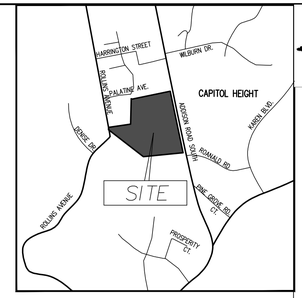
DETAILED SITE PLAN
PHASE 1 EXHIBIT
DSP-25002

REVISIONS

DATE: APR., 2021	
DWN. JK	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 15-026	
SHEET NO. 1 OF 1	

EXHIBIT B





VICINITY MAP

SCALE: 1"= 2000'

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
METRO CIT STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

LANDSCAPE PLAN
PHASE 1 EXHIBIT
DSP-25002

LANDSCAPE PLAN EXHIBIT FOR
METRO CITY
PHASE 1 AREA
DSP-25002

REVISIONS

DATE: APR., 2021	
DWN. JK	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 15-026	
SHEET NO. 1 OF 1	

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

NORTH

ROLLINS AVENUE

ADDISON ROAD SOUTH

PARCEL "A" 329,096 S.F. H.O.A

PARCEL "B" 93,078 S.F. METRO CITY LLC.

PARCEL "C" 18,673 S.F. H.O.A

PARCEL "D" 43,667 S.F. PRIVATE ROAD PARCEL

PARCEL "E" 30,357 S.F. H.O.A

PARCEL "F" 2,996 S.F. H.O.A

PARCEL "G" 34,892 S.F. METRO CITY LLC.

PARCEL "H" 35,479 S.F. METRO CITY LLC.

PARCEL "I" 75,903 S.F. PRIVATE ROAD PARCEL

PARCEL "J" 30,357 S.F. H.O.A SWM

PARCEL "K" 259,041 S.F. TO BE CONVEYED TO M-NCPPC

PARCEL "L" 72,000 S.F. PRIVATE ROAD PARCEL

W.S.S.C. EASEMENT LIBER 3036?, FOLIO 504

25' W.S.S.C. EASEMENT LIBER 3031, FOLIO 370

65dBAU

PMA

AL

VEHICULAR CIRCULATION

PEDESTRIAN AND BICYCLE CIRCULATION

HIKER & BIKER/SHARED-USE-PATH SIGN

BIKE TURN-AROUND FEATURE

PEDESTRIAN AND BICYCLE CIRCULATION SHARED-USE-PATH

STREET E
581 LINEAR FEET OF FRONTAGE

LEGEND:

VEHICULAR CIRCULATION

PEDESTRIAN CIRCULATION

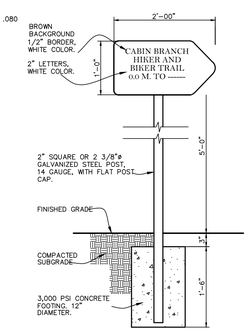
PEDESTRIAN AND BICYCLE CIRCULATION SHARED-USE-PATH

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

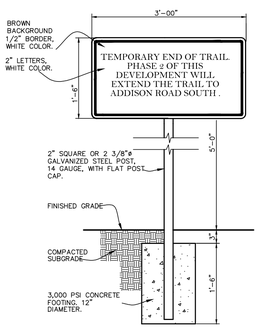
EXHIBIT–C

NOTES:
SIGN MATERIAL SHALL BE .080 ALUMINUM, REFLECTIVE.



HIKER AND BIKER TRAIL/SHARED–USE–PATH SIGN
SECTION SCALE: N.T.S.

NOTES:
SIGN MATERIAL SHALL BE .080 ALUMINUM, REFLECTIVE.



HIKER & BIKER TRAIL/ SHARED–USE–PATH TERMINUS SIGN
SECTION SCALE: N.T.S.

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937–3501 FAX (301) 937–3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

CIRCULATION PLAN
PHASE 1–EXHIBIT C

REVISIONS

DATE: APRIL., 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15–026
SHEET NO. 1 OF 1

EXHIBIT–D

ROLLINS AVENUE

ADDISON ROAD SOUTH

PARCEL "G"
93,078 S.F.
METRO CITY LLC.

PARCEL "F"
18,673 S.F.
H.O.A.

PARCEL "E"
43,967 S.F.
PRIVATE ROAD PARCEL

PARCEL "D"
43,667 S.F.
PRIVATE ROAD PARCEL

PARCEL "A"
329,096 S.F.
H.O.A

PARCEL "K"
259,041 S.F.
TO BE CONVEYED TO M-NCPPC

PARCEL "C"
36,286 S.F.
H.O.A

PARCEL "J"
111,489 S.F.

PARCEL "I"
30,357 S.F.
H.O.A.
SWM

PARCEL "H"
2,996 S.F. H.O.A.

PARCEL "H"
34,892 S.F.
METRO CITY LLC.

PARCEL "H"
35,479 S.F.
METRO CITY LLC.

PARCEL "H"
75,203 S.F.
PRIVATE ROAD PARCEL

PARCEL "B"
PRIVATE ROAD PARCEL

PARCEL 209
PATRICIA FERREL
USE: SINGLE FAMILY DWELLING
ZONE: R-55
L.12786, F. 00721

PARCEL 449
ROYBEY ROY ETAL
USE: SINGLE FAMILY DWELLING
ZONE: RMF-48
ADDISON ROAD SOUTH
L.40508, F. 242

W.S.S.C. EASEMENT
LIBER 36367, FOLIO 504

20' W.S.S.C. EASEMENT
LIBER 3031, FOLIO 370

65dBAU

65dBAL

PMA

ENTRANCE MONUMENT SIGN LOCATION
(SEE DSP SHEET 33 OF 34)

PARCEL G MONUMENT SIGN LOCATION
(SEE DSP SHEET 33 OF 34)

BUILDING SIGN (PARCEL I) LOCATION
(SEE DSP SHEET 34 OF 34)

BUILDING SIGN (PARCEL H) LOCATION
(SEE DSP SHEET 34 OF 34)

LEGEND:

MONUMENT SIGN LOCATION

BUILDING SIGN LOCATION

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937–3501 FAX (301) 937–3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

SIGN LOCATION
PHASE 1
EXHIBIT D

REVISIONS

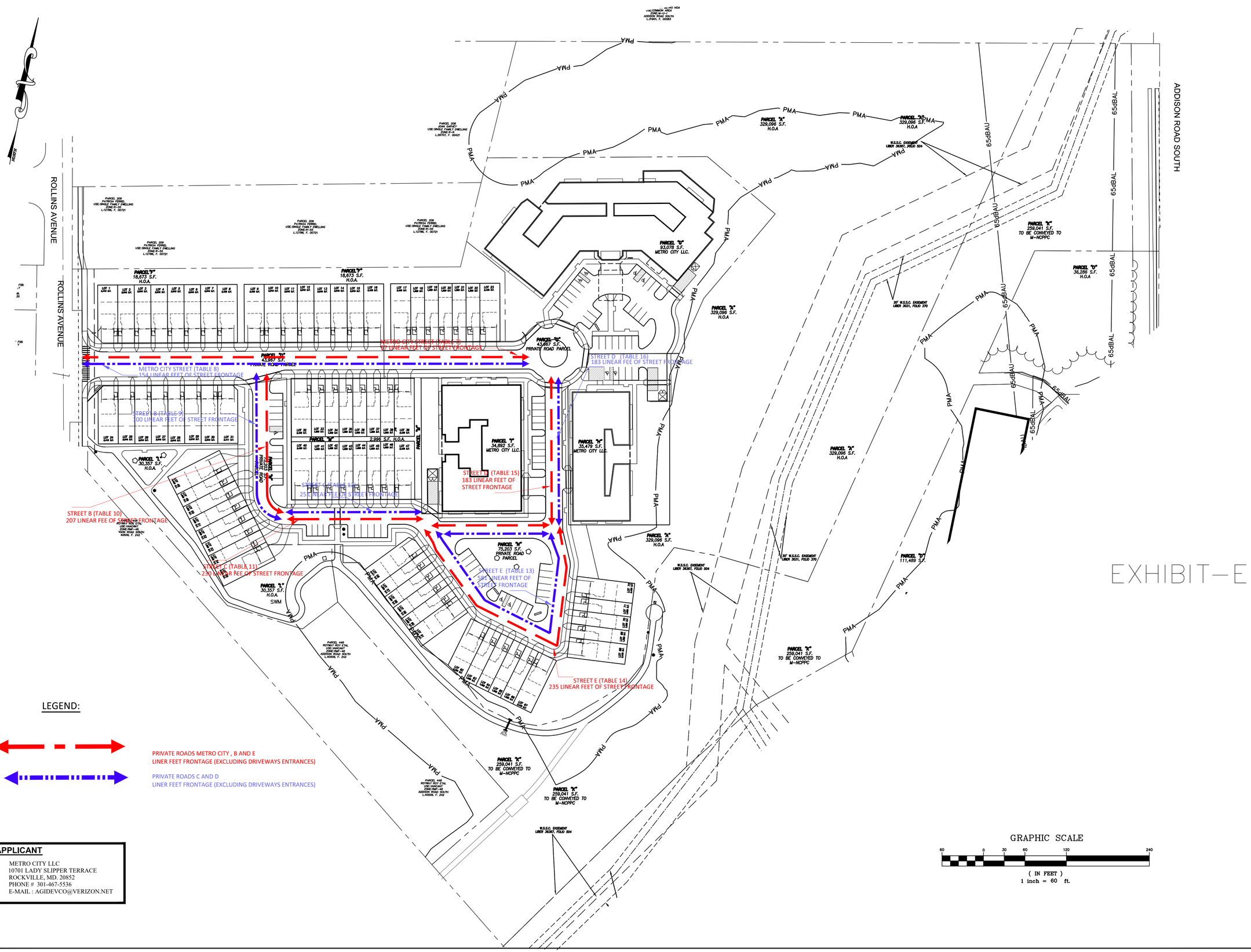
DATE: DEC., 2025

DWN.	CHECKED
JK	MT

SCALE: AS SHOWN

PROJECT/FILE NO. 15–026

SHEET NO. 1 OF 1



LEGEND:

PRIVATE ROADS METRO CITY , B AND E
LINER FEET FRONTAGE (EXCLUDING DRIVEWAYS ENTRANCES)

PRIVATE ROADS C AND D
LINER FEET FRONTAGE (EXCLUDING DRIVEWAYS ENTRANCES)

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3507 FAX (301) 937-3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

SCHEDULE 4.10
PRIVATE ROAD
EXHIBIT-E

REVISIONS

DATE: DEC., 2025
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 1 OF 1

EXHIBIT–F

GREEN SPACE PROVIDED

GREEN SPACE PROVIDED

ROLLINS AVENUE

ADDISON ROAD SOUTH

PARCEL "A" 329,096 S.F. H.O.A

PARCEL "B" 93,078 S.F. METRO CITY LLC.

PARCEL "C" 18,673 S.F. H.O.A.

PARCEL "D" 43,967 S.F. PRIVATE ROAD PARCEL

PARCEL "E" 43,667 S.F. PRIVATE ROAD PARCEL

PARCEL "F" 2,996 S.F. H.O.A.

PARCEL "G" 34,892 S.F. METRO CITY LLC.

PARCEL "H" 35,479 S.F. METRO CITY LLC.

PARCEL "I" 75,203 S.F. PRIVATE ROAD PARCEL

PARCEL "J" 30,357 S.F. H.O.A. SWM

PARCEL "K" 259,041 S.F. TO BE CONVEYED TO M-NCPPC

PARCEL "L" 38,286 S.F. H.O.A

PARCEL "M" 111,489 S.F.

W.S.S.C. EASEMENT LIBER 36367, FOLIO 304

30' W.S.S.C. EASEMENT LIBER 3031, FOLIO 370

65dBAL

PMA

LEGEND:

GREEN SPACE PROVIDED FOR MULTIFAMILY
359,890 S.F. OR 8.26 AC.

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937–3501 FAX (301) 937–3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

GREEN SPACE
EXHIBIT–F

REVISIONS

DATE: DEC., 2025
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15–026
SHEET NO. 1 OF 1

EXHIBIT G

PHASE - 1
DSP#20012

329,028 S.F.
H.O.A

PARCEL "F"
19,091 S.F. H.O.A.

PARCEL "G"
92,991 S.F.

ROLLINS AVENUE
70' ULTIMATE RIGHT OF WAY

METRO CITY STREET
(PRIVATE ROAD)

PARCEL "L"
51,116 S.F.
H.O.A.

PARCEL "M"
2,996 S.F. H.O.A.

STREET B
(PRIVATE)

STREET C
(PRIVATE)

STREET D
(PRIVATE)

STREET E
(PRIVATE)

PARCEL "I"
34,970 S.F.

PARCEL "H"
35,545 S.F.

PARCEL "N"
75,300 S.F.
PRIVATE ROAD PARCEL

PARCEL "C"
69,981 S.F.

PARCEL "A"
329,028 S.F.
H.O.A

PARCEL "K"
259,319 S.F.
TO BE DEDICATED TO
M-NCPPC.

8'HIKER/BIKER TRAIL (PHASE 2)
TO BE CONSTRUCTED DURING
DEVELOPMENT OF PHASE - 2
APPROX. LENGTH = 790'

FUTURE 8' TRAIL
TO BE CONSTRUCTED
BY M-NCPPC
APPROX. LENGTH = 300'

8'HIKER/BIKER TRAIL (PHASE 1)
TO BE CONSTRUCTED DURING
DEVELOPMENT OF PHASE - 1
APPROX. LENGTH = 1180'

PARCEL-K, TO BE CONVEYED TO M-NCPPC
DURING DSP - 20012, PHASE 1

PHASE - 2
FUT. DSP

PHASE - 1

8' ASPHALT TRAIL

WALKWAY BRIDGE

PARCEL "O"
111,489 S.F.

PARCEL "K"
259,319 S.F.
TO BE DEDICATED TO
M-NCPPC.

PARCEL "O"
36,327 S.F.
H.O.A

SITE
ACCESS
TOWNE
TERRACE
PROP. 60' RIGHT OF WAY

PARCEL "E"
62,735 S.F.

PARCEL "E"
82,498 S.F.

PARCEL "B"
58,816 S.F.
PRIVATE ROAD
PARCEL

PARCEL "B"
82,498
H.O.A.

PARCEL "D"
187,202 S.F.

PARCEL "J"
38,684 S.F.

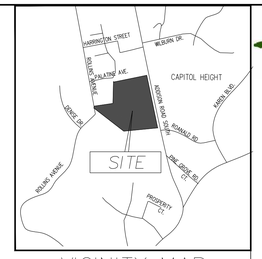
REC. AREA

ENT. TO GAR.

R/W DEDICATION

ADDISON ROAD SOUTH
120' ULTIMATE RIGHT OF WAY

VICINITY MAP
SCALE: 1"= 2000'



LEGEND

- HIKER/BIKER TRAIL
- CURB & GUTTER
- CROSSWALK
- BIKE RACK
- SIDEWALK & RAMP
- PARCEL LINE
- BUILDING
- PUBLIC UTILITY EASEMENT
- PROPERTY / LOT LINE
- 8' HIKER / BIKER TRAIL (PHASE 1) - DSP#20012
- 8' HIKER / BIKER TRAIL (PHASE 2)
- 8' HIKER / BIKER TRAIL (FUTURE)
- LIMITS OF PHASE-1 (DSP#20012)
- LIMITS OF PHASE-2
- PARCEL-K, TO BE CONVEYED TO M-NCPPC
- HIKER / BIKER TRAIL SIGN

GRAPHIC SCALE
50 0 15 50 100 200
(IN FEET)
1 inch = 50 ft.

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD. 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

METRO CITY
PHASE 1 / DSP #25002
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

CABIN BRANCH
HIKER / BIKER TRAIL
EXHIBIT

REVISIONS

DATE: SEP., 2023
DWN. JK | CHECKED MT
SCALE: 1" = 50'
PROJECT/FILE NO. 15-026
SHEET NO. 1 OF 1

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

NORTH

ROLLINS AVENUE

ADDISON ROAD SOUTH

FIRE LANE MARKING

FDC LOCATION (SEE DSP SHEET 20 OF 38)

FIRE HYDRANT

MOUNTABLE ISLAND

FIRE LANE NO PARKING SIGN

FDC LOCATION (SEE DSP SHEET 18 OF 38)

FDC LOCATION (SEE DSP SHEET 16 OF 38)

VEHICULAR CIRCULATION

PARCEL "A" 329,096 S.F. H.O.A

PARCEL "B" 93,078 S.F. METRO CITY LLC.

PARCEL "C" 43,667 S.F. PRIVATE ROAD PARCEL

PARCEL "D" 43,967 S.F. PRIVATE ROAD PARCEL

PARCEL "E" 18,673 S.F. H.O.A

PARCEL "F" 18,673 S.F. H.O.A

PARCEL "G" 30,357 S.F. H.O.A

PARCEL "H" 2,996 S.F. H.O.A

PARCEL "I" 34,892 S.F. METRO CITY LLC.

PARCEL "J" 35,479 S.F. METRO CITY LLC.

PARCEL "K" 75,903 S.F. PRIVATE ROAD PARCEL

PARCEL "L" 30,357 S.F. H.O.A SWM

PARCEL "M" 259,041 S.F. TO BE CONVEYED TO M-NCPPC

W.S.S.C. EASEMENT LIBER 3036?, FOLIO 504

20' W.S.S.C. EASEMENT LIBER 3031, FOLIO 370

65dBAU

65dBAL

4L

PMA

LEGEND:

- FDC'S BUILDING LOCATION
- FIRE HYDRANT LOCATION
- FIRE LANE-NO PARKING SIGN LOCATION
- FIRE LANE MARKINGS LOCATION

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

NOTES TO BE ADDED TO THE HOME OWNER ASSOCIATION REGULATIONS:

1. RESIDENTS MUST MAKE FULL USE OF THE PARKING PROVIDED FOR THEIR UNIT (GARAGES AND DRIVEWAYS.) GARAGES MUST NOT BE CONVERTED TO LIVING SPACE OR USED COMPLETELY FOR STORAGE OTHER THAN CARS.
2. NO PARKING IN ALLEYS
3. CARS PARKED ON DRIVEWAY PADS CANNOT PROTRUDE INTO ANY PROVIDED SIDEWALK
4. NO PARKING ACROSS A DRIVEWAY APRON ON ANY ALLEY OR STREET.
5. PARKED CARS SHALL NOT BLOCK ANY DRIVEWAY INCLUDING THAT THE OWNER.
6. PARKED CARS SHALL NOT BLOCK OR INTRUDE INTO ANY CROSSWALK
7. CARS SHALL NOT BE PARKED IN ANY INTERSECTION OR PROTRUDE INTO ANY INTERSECTION.
8. CARS PARKED IN ALLEY DRIVEWAYS SHALL NOT PROTRUDE INTO THE ALLEY.

Signage: Signage with the language specified in County Subtitle 11-277 shall be provided (see cut sheet below.) Signs must be mounted on appropriate posts or channel such that the bottom of the sign is 7' from the finished ground. Sufficient signs shall be provided so that every portion of the fire lane will be within 35' of a sign. Typically, signs will be placed at the curbline. The fire inspector can make case by case determinations for unique sign placement situations.

FIRE LANE STANDARDS:

To preserve a 22' wide drive aisle free of obstructions for fire access to a building, the fire inspector will ask for fire lane markings (paint and signage) along the most likely path or paths of fire apparatus access leading to and adjacent to the building.

Width: Fire Lanes shall be 22' wide. Smaller driveways and aisles may still be declared as fire lanes at the discretion of the inspector.

Roads < 29' shall be painted and signed on both sides.
Roads < 36' shall be painted and signed on one side.
Roads > 36' may not require markings. The inspector will determine the need for markings on a case by case basis.

Paint: Fire Lanes shall be painted with yellow DOT grade traffic paint meeting the Federal Specification TT-P-1952D, Type II requirements.

Curbs: Paint will be applied to the cap and face but not the pan of the curb. No Stenciling is required. No hatching or striping of the pavement is required.

NOTE: In certain settings, typically residential developments, the applicant may, with the approval of the inspector, paint only the top of the curb. This accommodation should allay owner or community concerns regarding the aesthetic impact of these markings in the community. This approach will also diminish scuffing and tire marks on the face of the curb. (See photo below)

EXHIBIT-G

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

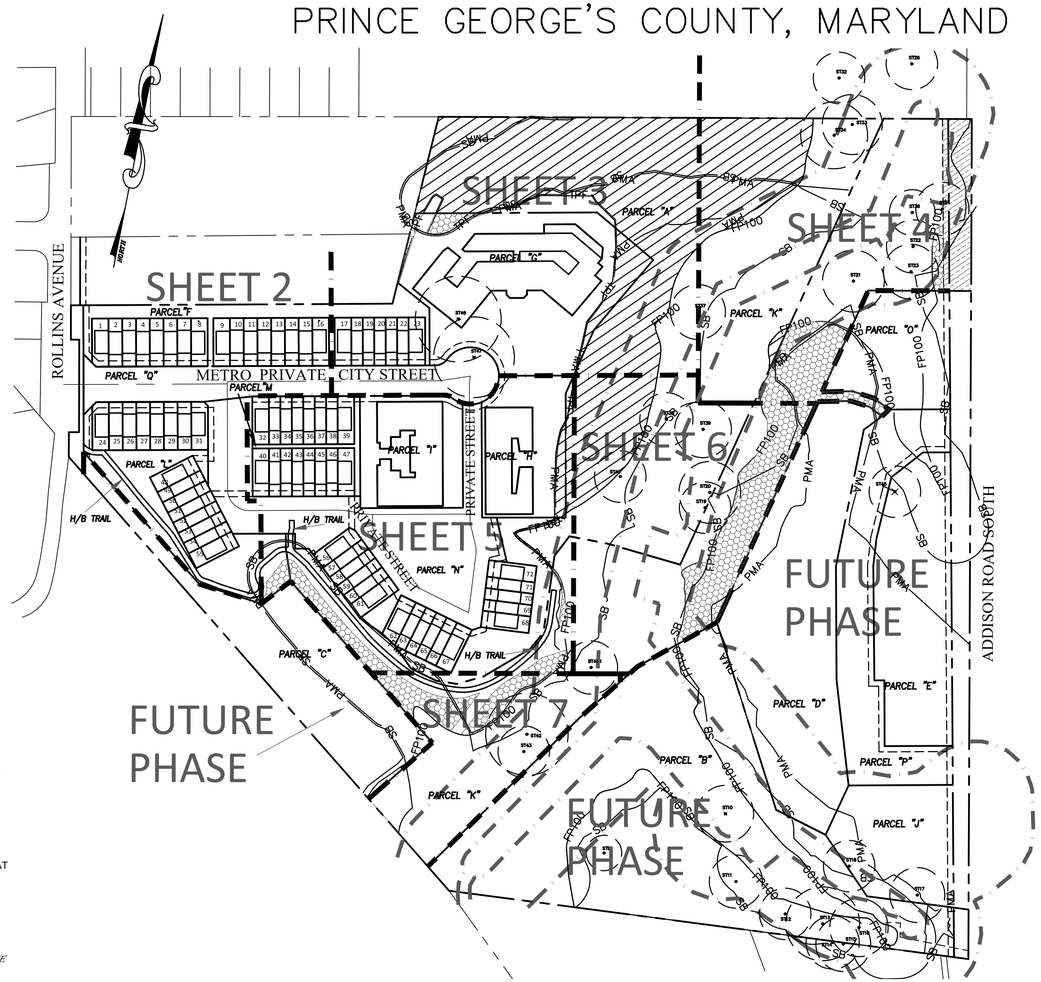
METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

FIRE/EMS
FIRE LANE, SIGNS, FDC'S, AND FIRE HYDRANTS LOCATION MAP
PHASE 1–EXHIBIT G

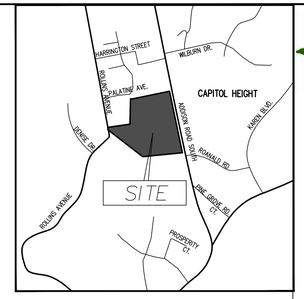
REVISIONS

DATE: APRIL., 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15–026
SHEET NO. 1 OF 1

TREE CONSERVATION TYPE-2026-0018 FOR
METRO CITY
PHASE 1 - KEY MAP
SEAT PLEASANT ELECTION DISTRICT NO.18
PRINCE GEORGE'S COUNTY, MARYLAND



PLAN VIEW
1"=125'
GRAPHIC SCALE
125 0 62.5 125 250 500
(IN FEET)
1 inch = 125 ft.



VICINITY MAP
SCALE: 1"= 2000'

LEGEND:

EXISTING		PROPOSED	
	FIRE HYDRANT		FIRE HYDRANT
	WATER VALVE		WATER VALVE
	WATER MANHOLE		YARD INLET
	STORM DRAIN MANHOLE		STORM DRAIN PIPE
	LIGHT POLE		FLOW LINE
	POWER POLE		FENCE LINE
	GAS VALVE		SIGN
	FENCE LINE		TREE LINE
	SIGN		BUILDING RESTRICTION LINE(TYP.)
	TREE	20	CONTOUR
	TREE LINE		BUILDING
OHW	OVER HEAD WIRES		WATER
	INTER. 2' CONTOUR		RIP RAP
	INDEX 10' CONTOUR	SWM	STORMWATER MANAGEMENT FACILITY
SB	STREAM BUFFER		WOODLAND PRESERVATION AREA
PMA	PRIMARY MANAGEMENT AREA		WOODLAND PRESERVED-NOT CREDITED
FP100	WETLAND		WOODLAND RETAINED-ASSUMED CLEARED
	FLOODPLAIN	LOD	LIMIT OF DISTURBANCE
WB	WETLAND BUFFER		WOODLAND PRESERVATION SIGN
	STREAM	TPF	TREE PROTECTION FENCE (TEMPORARY)
	LIMITS OF APPROVED BEAVERDAM BRANCH SEWER BASIN FOREST CONSERVATION PLAN		SPECIMEN TREES TO BE SAVED
			SPECIMEN TREES FOR REMOVAL
			SPECIMEN TREE SIGN
			8' HIKER AND BIKER TRAIL

Property Owners Awareness Certificate

I/ We METRO CITY LLC. hereby acknowledge that we are aware of this Type 2 Tree Conservation Plan (TCP2) and that we understand the requirements as set forth in this TCP2.

BY: [signature] Member 4/19/18
Owner or Owners Representative Date

I/ We _____ hereby acknowledge that we are aware of this Type 2 Tree Conservation Plan (TCP2) and that we understand the requirements as set forth in this TCP2.

Contract Purchaser Date

METRO CITY SITE NOTES

1. PROJECT NAME: "METRO CITY"
2. TOTAL ACREAGE AND OWNERSHIP:
   PARCELS :

PARCEL A: HOME OWNER ASSOCIATION	- AREA:	329,096 S.F.
PARCEL F: HOME OWNER ASSOCIATION	- AREA:	18,687 S.F.
PARCEL G: METRO CITY LLC. -	AREA:	93,078 S .F
PARCEL H: METRO CITY LLC. -	AREA:	35,479 S. F.
PARCEL I: METRO CITY LLC. -	AREA:	34,892 S. F.
PARCEL K: M-NCPPC.-	AREA:	259,041 S.F.
PARCEL L: HOME OWNER ASSOCIATION	- AREA:	30,410 S.F.
PARCEL M: HOME OWNER ASSOCIATION	- AREA:	2,996 S.F.
PARCEL N: HOME OWNER ASSOCIATION	- AREA:	75,203 S.F
PARCEL Q: HOME OWNER ASSOCIATION	- AREA:	44,020 S.F.
LOTS 1 THROUGH 72 : METRO CITY LLC.	- AREA:	141,898 S.F.
RIGHT OF WAY DEDICATION:		16,017 S.F.
GROSS TOTAL:		1,080,817 S.F
100 YEAR FLOOD PLAIN		307, 395 S.F
NET TRACK AREA:		773,422 S.F. OR 17.75 AC.

3. ZONING: MIXED USE TRANSPORTATION ORIENTED M-X-T
4. EXISTING USE: VACANT
5. NUMBER OF LOTS: 10 PARCELS AND 72 LOTS.
6. GROSS FLOOR AREA: 498,977 S.F.
7. 200 (WSSC) FOOT MAP REFERENCE: 202SE06
8. TAX MAP NUMBER AND GRID:ADC:073/C3
9. AVIATION POLICY AREA: N/A
10. WATER/SEWER EXISTING: S-3/W-3
11. WATER/SEWER EXISTING: S-3/W-3
12. STORM WATER MANAGEMENT APPROVAL: #48903-2016 APPROVAL DATE: 11/15/20
13. 10-FOOT PUBLIC UTILITY ALONG ALL RIGHT-OF-WAYS
14. MANDATORY PARK DEDICATION: EXEMPT PER SECTION 24-134(A)(3)
15. THERE ARE NOT CEMETERIES CONTIGUOUS TO THE PROPERTY.
16. THERE ARE NOT HISTORIC SITES ON OR IN THE VICINITY OF THE PROPERTY.
17. THERE ARE WATER OF THE USA AND WETLANDS ON SITE.
18. THIS PROPERTY IS NOT WITH IN CHESAPEAKE BAY CRITICAL AREA OVERLAY.
19. SOURCE OF TOPOGRAPHY: CAPITOL DEVELOPMENT DESIGN INC.
20. APPLICANT/OWNER:
    METRO CITY LLC
    10701 LADY SLIPPER TERRACE
    ROCKVILLE, MD. 20852
    PHONE # 301-467-5536
    E-MAIL : AGIDEVCO@VERIZON.NET
21. THERE ARE STEEP SLOPES ON SITE.
22. HORIZONTAL DATUM IS THE MARYLAND PLANE COORDINATE SYSTEM (NAD83) AND THE VERTICAL DATUM IS THE NAVD 88.
23. DURING THE CONSTRUCTION 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."
24. NO CONSTRUCTION NOISE SHOULD 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."
25. PURSUANT TO SECTION 25-119(G)(3), APPLICABILITY OF THE WOODLAND AND WILDLIFE HABITAT CONSERVATION ORDINANCE, THIS TREE CONSERVATION PLAN IS GRANDFATHERED BY TCP1-004-2017. TCP1-004-2017 WAS APPROVED ON MAY 2, 2018; THEREFORE, THE PLAN REMAINS SUBJECT TO THE REGULATIONS IN EFFECT AT THE TIME OF ITS APPROVAL.

25-119 (g) (3) APPLICABILITY:
TCPS THAT WERE APPROVED ON OR AFTER SEPTEMBER 12, 2010 AND BEFORE JULY 1, 2024 SHALL BE 19 GRANDFATHERED AND SHALL BE SUBJECT TO THE REGULATIONS IN PLACE AT THE TIME OF 20 APPROVAL. THESE PLANS WILL EXPIRE ON JULY 1, 2028 IF THESE PLANS DO NOT HAVE AN APPROVED 21 GRADING PERMIT THAT HAS BEEN IMPLEMENTED WITH A PRE-CONSTRUCTION MEETING AND 22 INSTALLATION OF APPROVED TREE PROTECTION DEVICES AS CONFIRMED BY THE COUNTY. A NEW TCP 23 SHALL BE REVIEWED AND APPROVED USING THE PROVISIONS OF THIS DIVISION.

APPLICANT
METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

QUALIFIED PROFESSIONAL CERTIFICATION
THIS PLAN COMPLIES WITH THE CURRENT REQUIREMENTS OF SUBTITLE 25 AND THE WOOD LAND WILDLIFE

SIGNED: [signature] 04-23-2026
MILTON M. PEREZ DATE

POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
PHONE (301) 937-3501, EMAIL:PEREZ@CDDI.NET
QUALIFIED PROFESSIONAL

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1-800-257-7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

Prince George's County Planning Department, M-NCPPC Environmental Planning Section
TYPE [1 or 2] TREE CONSERVATION PLAN APPROVAL HISTORY

TCP [1 or 2] No.	Revision No.	Approved by	EPS Signature Approval Date	DRD No.	Project Name	Associated TCP1 No.	Reason for Revision
TCP1-004-2017-00	0	T Burke	5/7/2017	CSP-16001	Metro City		
TCP1-004-2017-01	1	Antoine Heath	5/13/2021	4-19044	Metro City		Preliminary Plan
TCP2-027-2021	0	Anne Fothergille	2/10/2022	DSP-20012	Metro City		DSP

SHEET INDEX

SHEET NO.	PLAN TYPE
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.	DETAIL SHEET 1
9.	DETAIL SHEET 2

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937-3501 FAX (301) 937-3507

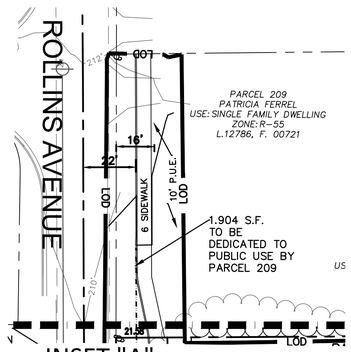
METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

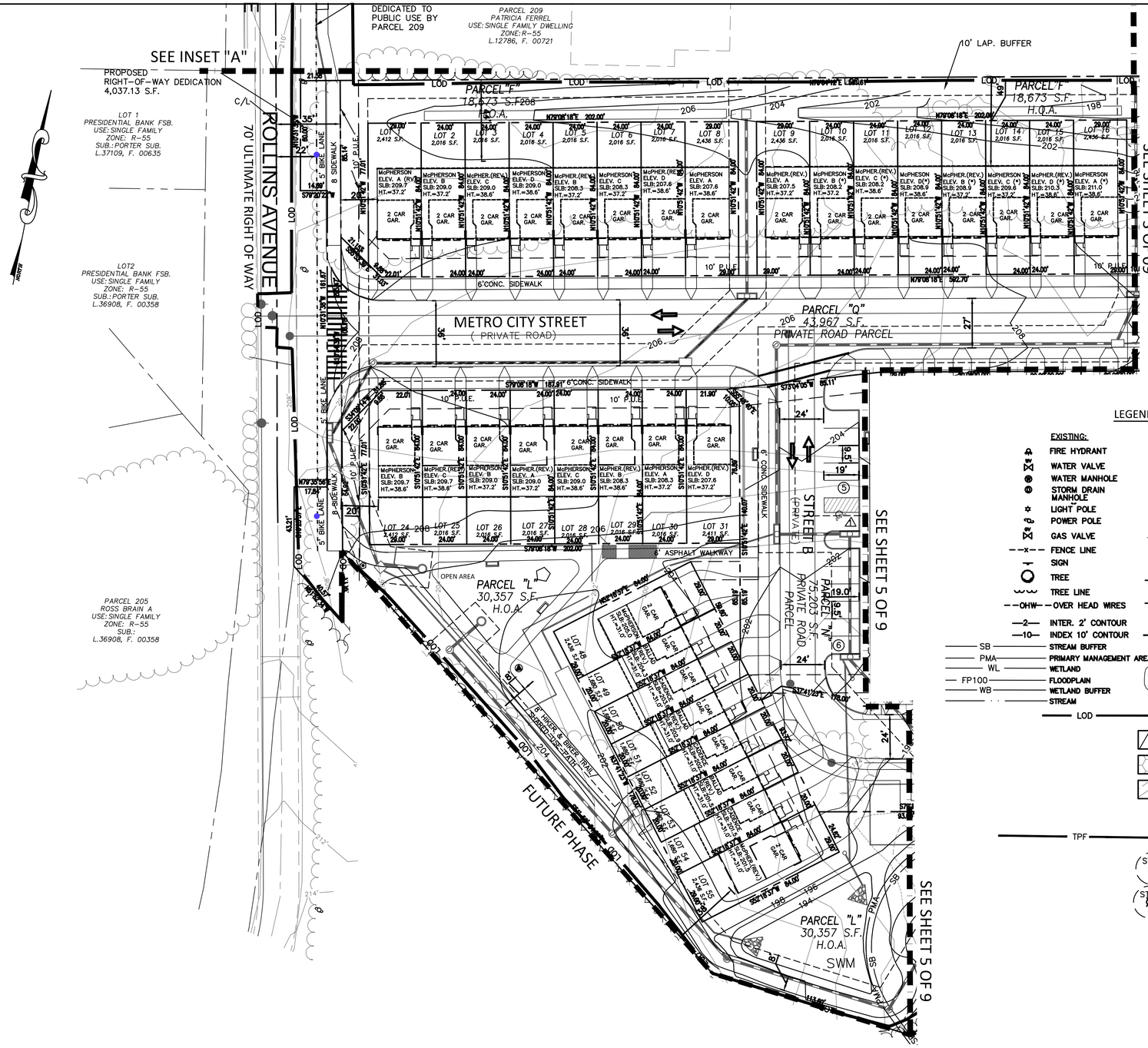
COVER SHEET
KEY MAP
TCP2-2026-0018

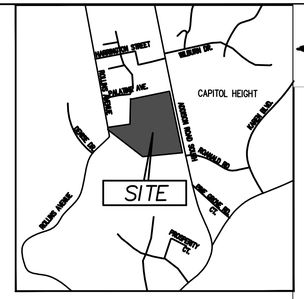
REVISIONS

10/11/2021 REV.
MNCPPC COMMENTS

DATE: APRIL, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 1 OF 9







VICINITY MAP

SCALE: 1"= 2000'

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OVER HEAD WIRES	WATER
INTER. 2' CONTOUR	RIP RAP
INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
STREAM BUFFER	
PRIMARY MANAGEMENT AREA	
WETLAND	
FLOODPLAIN	
WETLAND BUFFER	
STREAM	

- LOD — LIMIT OF DISTURBANCE
- WOODLAND PRESERVATION AREA
- WOODLAND PRESERVED–NOT CREDITED
- WOODLAND RETAINED–ASSUMED CLEARED
- WOODLAND PRESERVATION SIGN
- TPF — TREE PROTECTION FENCE (TEMPORARY)
- ST–1 — SPECIMEN TREES TO BE SAVED
- ST–1 — SPECIMEN TREES FOR REMOVAL

QUALIFIED PROFESSIONAL CERTIFICATION

THIS PLAN COMPLIES WITH THE CURRENT REQUIREMENTS OF SUBTITLE 25 AND THE WOOD LAND WILDLIFE

SIGNED: _____ 04/23/2026
MILTON M. PEREZ — DATE

POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
PHONE (301) 937–3501, EMAIL:PEREZ@CDDI.NET
QUALIFIED PROFESSIONAL

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1–800–257–7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
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METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

TREEE CONSERVATION PLAN TYPE 2

REVISIONS

DATE: APRIL, 2026	
DWN. JK	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 15–026	
SHEET NO. 2 OF 9	

LEGEND:

EXISTING:	PROPOSED:
FIRE HYDRANT	FIRE HYDRANT
WATER VALVE	WATER VALVE
WATER MANHOLE	YARD INLET
STORM DRAIN MANHOLE	STORM DRAIN PIPE
LIGHT POLE	FLOW LINE
POWER POLE	FENCE LINE
GAS VALVE	SIGN
FENCE LINE	TREE LINE
SIGN	BUILDING RESTRICTION LINE(TYP.)
TREE	CONTOUR
TREE LINE	BUILDING
OVER HEAD WIRES	WATER
INTER. 2' CONTOUR	RIP RAP
INDEX 10' CONTOUR	STORMWATER MANAGEMENT FACILITY
STREAM BUFFER	
PRIMARY MANAGEMENT AREA	
WETLAND	
FLOODPLAIN	
WETLAND BUFFER	
STREAM	

LOD — LIMIT OF DISTURBANCE

WOODLAND PRESERVATION AREA

WOODLAND PRESERVED–NOT CREDITED

WOODLAND RETAINED–ASSUMED CLEARED

WOODLAND PRESERVATION SIGN

TPF — TREE PROTECTION FENCE (TEMPORARY)

ST–1 — SPECIMEN TREES TO BE SAVED

ST–1 — SPECIMEN TREES FOR REMOVAL

WOODLAND RETAINED NOT CREDITED TOWARDS ANY REQUIREMENTS. AREA # 1 – 0.02 ACRES

WOODLAND RETAINED NOT CREDITED TOWARDS ANY REQUIREMENTS. AREA # 2 – 0.05 ACRES

WOODLAND PRESERVATION AREA #1 3.98 ACRES

PARCEL F
PARK AT ADDISON METRO HOA
USE: COMMON AREA
ZONE: M–U–I
ADDISON ROAD SOUTH
L.31901, F. 00083

PARCEL 208
JOAN GARVEY
USE: SINGLE FAMILY DWELLING
ZONE: R–R
L.29707, F. 00421

PARCEL 209
PATRICIA FERREL
USE: SINGLE FAMILY DWELLING
ZONE: R–55
L.12786, F. 00721

PARCEL "A"
329,096 S.F.
H.O.A

PARCEL "C"
93,078 S.F.
METRO CITY LLC.

PARCEL "Q"
43,967 S.F.
PRIVATE ROAD PARCEL

SENIOR LIVING
126 UNITS-- F.F.= 215.0
HT.: 58'---G.F.A: 152,191 s.f.

F.F.= 215.00
PARKING GARAGE (LEVEL P-1)= 205.1
PARKING GARAGE (LEVEL P-2)= 195.00

COURT YARD

20' LAP BUFFER

TW= 198.0
BW=196.5

TW= 201.0
BW=198.0

LOT 17 2,436 S.F.
LOT 18 1,680 S.F.
LOT 19 1,680 S.F.
LOT 20 1,680 S.F.
LOT 21 1,680 S.F.
LOT 22 1,680 S.F.
LOT 23 2,436 S.F.

METRO CITY STREET
(53' PRIVATE ROAD)

6' CONC. SWLK

6' CONC. SIDEWALK

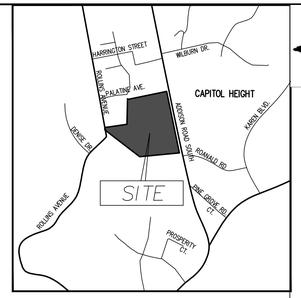
7' CONC. SIDEWALK

SEE SHEET 2 OF 9

SEE SHEET 4 OF 9

SEE SHEET 5 OF 9

SEE SHEET 6 OF 9



VICINITY MAP
SCALE: 1"= 2000'

CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937–3501 FAX (301) 937–3507

QUALIFIED PROFESSIONAL CERTIFICATION

THIS PLAN COMPLIES WITH THE CURRENT REQUIREMENTS OF SUBTITLE 25 AND THE WOOD LAND WILDLIFE

SIGNED: _____ 04/23/2026
MILTON M. PEREZ — DATE

POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
PHONE (301) 937–3501, EMAIL:PEREZ@CDDI.NET
QUALIFIED PROFESSIONAL

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

MISS UTILITY
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GRAPHIC SCALE
30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

TREEE CONSERVATION PLAN TYPE 2

REVISIONS

DATE: APRIL, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15–026
SHEET NO. 3 OF 9

EXISTING:

- FIRE HYDRANT
- WATER VALVE
- WATER MANHOLE
- STORM DRAIN MANHOLE
- LIGHT POLE
- POWER POLE
- GAS VALVE
- FENCE LINE
- SIGN
- TREE
- TREE LINE
- OVER HEAD WIRES
- INTER. 2' CONTOUR
- INDEX 10' CONTOUR
- SB — STREAM BUFFER
- PMA — PRIMARY MANAGEMENT AREA
- WL — WETLAND
- FP100 — FLOODPLAIN
- WB — WETLAND BUFFER
- STREAM

PROPOSED:

- FIRE HYDRANT
- WATER VALVE
- YARD INLET
- STORM DRAIN PIPE
- FLOW LINE
- FENCE LINE
- SIGN
- TREE LINE
- BUILDING RESTRICTION LINE(TYP.)
- CONTOUR
- BUILDING
- WATER
- RIP RAP
- SWM — STORMWATER MANAGEMENT FACILITY
- LOD — LIMIT OF DISTURBANCE
- WOODLAND PRESERVATION AREA
- WOODLAND PRESERVED–NOT CREDITED
- WOODLAND RETAINED–ASSUMED CLEARED
- WOODLAND PRESERVATION SIGN
- TPF — TREE PROTECTION FENCE (TEMPORARY)
- ST–1 — SPECIMEN TREES TO BE SAVED
- ST–1 — SPECIMEN TREES FOR REMOVAL
- 65dBAU — 65dBA UPPER CONTOUR (30 FT. HE
- 65dBAL — 65dBA LOWER CONTOUR (5 FT. HEI

WOODLAND PRESERVATION AREA #1 – 3.98 ACRES

PARCEL F
PARK AT ADDISON METRO HOA
USE:COMMON AREA
ZONE:M–U–I
ADDISON ROAD SOUTH
L.31901, F. 00083

N79°35'56"E 931.30'

PARCEL "A"
329,096 S.F.
H.O.A

W.S.S.C. EASEMENT
LIBER 36367, FOLIO 504

PARCEL "K"
259,041 S.F.
TO BE CONVEYED TO
M–NCPPC

20' W.S.S.C. EASEMENT
LIBER 3031, FOLIO 370

RIGH–WAY IMPROVEMENTS ALONG ADDISON ROAD WILL TAKE PLACE DURING PHASE 2

PROPOSED RIGHT–OF–WAY DEDICATION 11,897 S.F.

ADDISON ROAD SOUTH
120' ULTIMATE RIGHT OF WAY

WOODLAND RETAINED NOT CREDITED TOWARDS ANY REQUIREMENTS.
AREA # 4 – 8.00 ACRES

PARCEL 212
GETHESEMANE UNITED METH. CHURCH
USE:CHURCH
ZONE: R–55
SUB.:
L.33845, F. 00315

WOODLAND RETAINED–ASSUMED CLEARED
AREA #3 – 0.05 ACRES

PARCEL A
ADDISON OVERLOOK LLC.
USE:TOWN HOMES
ZONE: R–T
SUB.: WALKER MILL TOWNE
L.37438, F. 00615

EDGE OF EX. PAVEMENT

8' SIDEWALK TO BE BUILT ON PHASE 2
5' BIKE LANE

TOWNE TERRACE

60.00'

FUTURE PHASE

WOODLAND PRESERVATION AREA #2 – 0.02 ACRES

WOODLAND RETAINED NOT CREDITED TOWARDS ANY REQUIREMENTS.
AREA # 4 – 1.12 ACRES

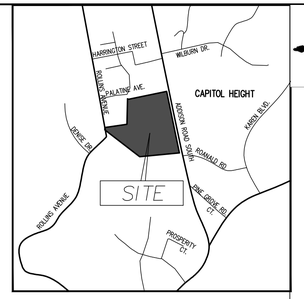
SEE SHEET 3 OF 9

SEE SHEET 6 OF 9

GRAPHIC SCALE

30 0 15 30 60 90

(IN FEET)
1 inch = 30 ft.



VICINITY MAP
SCALE: 1"= 2000'

QUALIFIED PROFESSIONAL CERTIFICATION

THIS PLAN COMPLIES WITH THE CURRENT REQUIREMENTS OF SUBTITLE 25 AND THE WOOD LAND WILDLIFE

SIGNED: _____ 04/23/2026
MILTON M. PEREZ DATE

POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
PHONE (301) 937–3501, EMAIL:PEREZ@CDDI.NET
QUALIFIED PROFESSIONAL

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

MISS UTILITY
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4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
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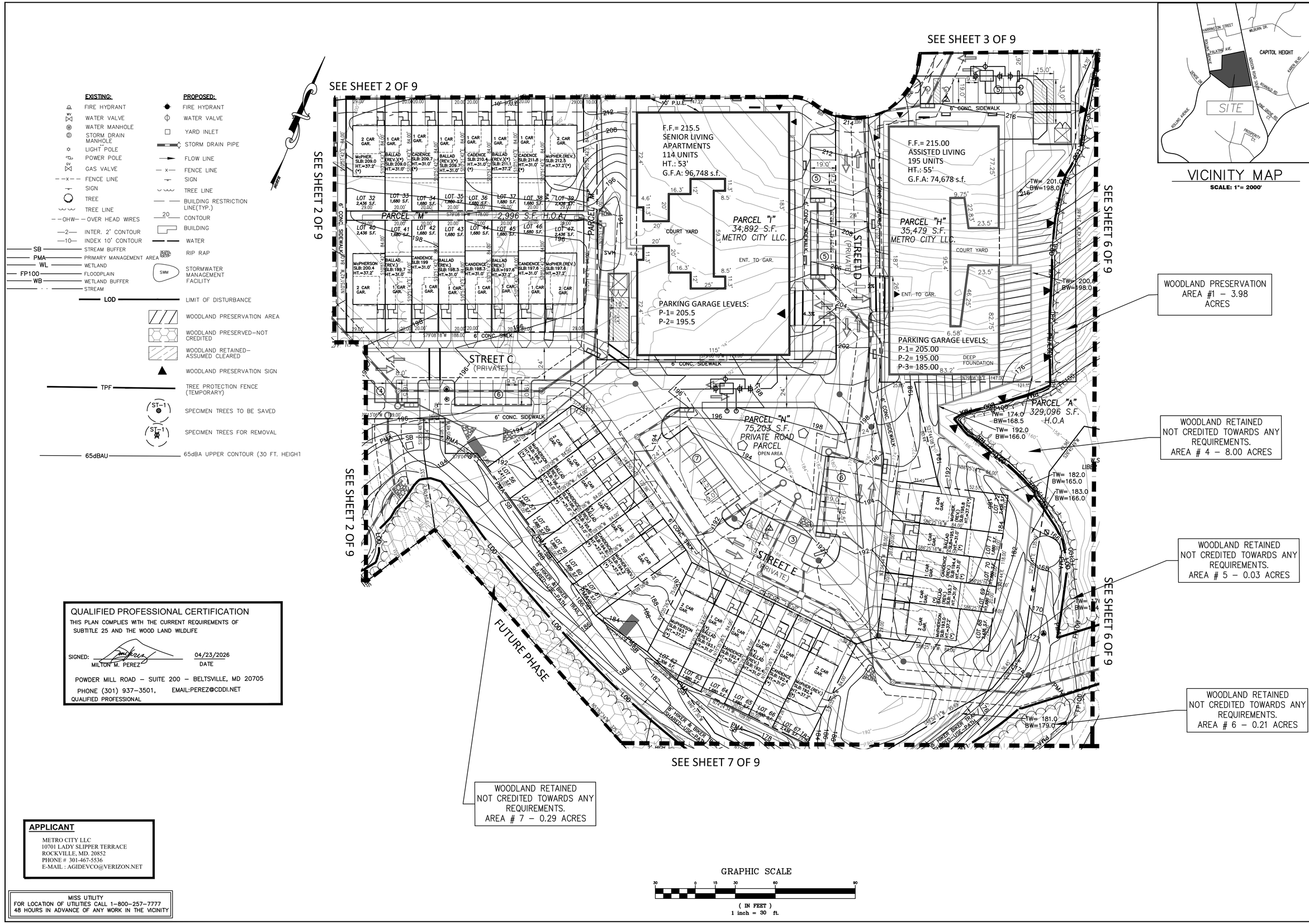
METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

TREEE CONSERVATION PLAN
TYPE 2

REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15–026
SHEET NO. 4 OF 9



VICINITY MAP

SCALE: 1"= 2000'

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GRAPHIC SCALE

30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

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4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
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METRO CITY
1,000 ROLLINS AVE.

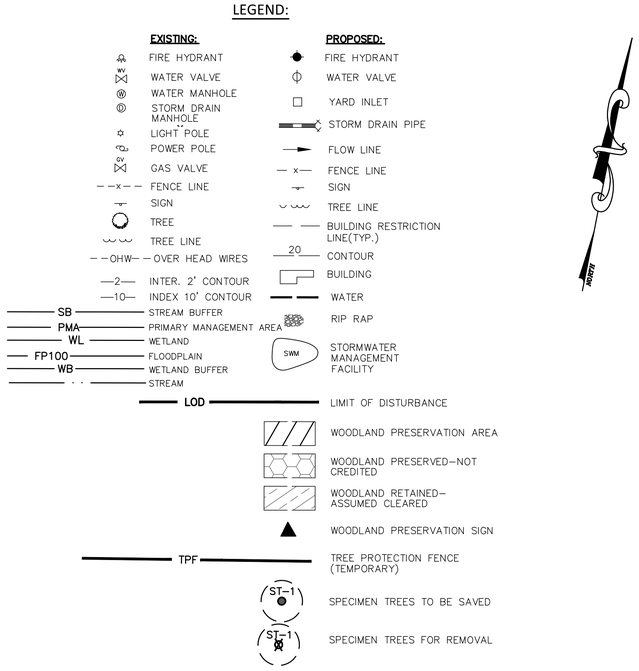
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

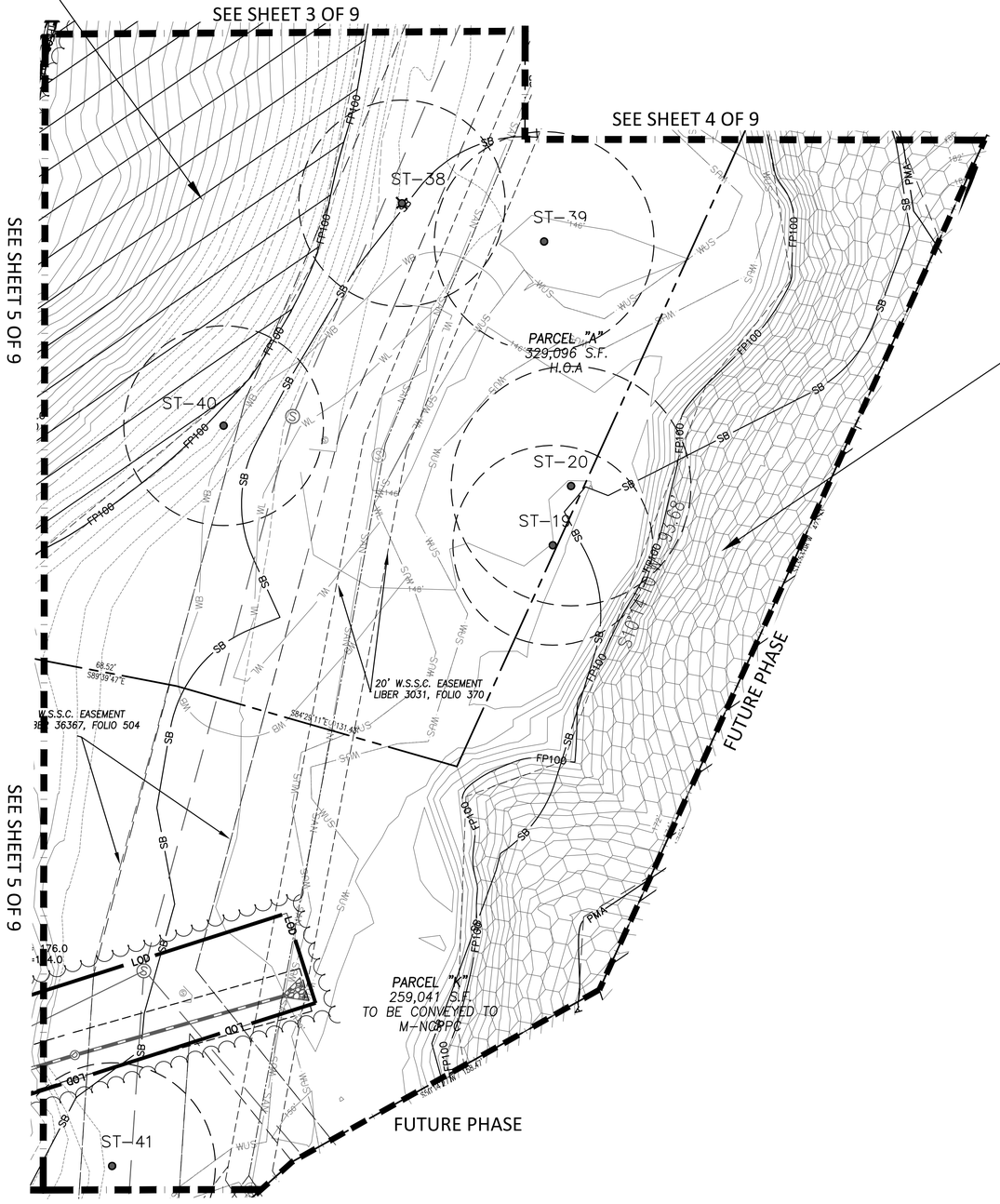
TREEE CONSERVATION PLAN TYPE 2

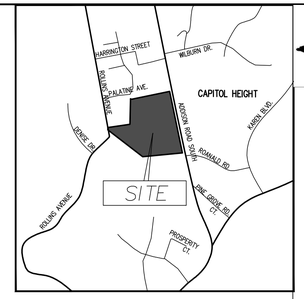
REVISIONS

DATE: MARCH, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15–026
SHEET NO. 5 OF 9

WOODLAND PRESERVATION AREA #1 – 3.98 ACRES







VICINITY MAP
SCALE: 1"= 2000'

QUALIFIED PROFESSIONAL CERTIFICATION

THIS PLAN COMPLIES WITH THE CURRENT REQUIREMENTS OF SUBTITLE 25 AND THE WOOD LAND WILDLIFE

SIGNED: _____ 04/23/2026
MILTON M. PEREZ DATE

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APPLICANT

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E-MAIL : AGIDEVCO@VERIZON.NET

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DPIE PERMIT NUMBER: 00000–0000–00

GRAPHIC SCALE
30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

CDDI
CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
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METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

TREEE CONSERVATION PLAN
TYPE 2

REVISIONS

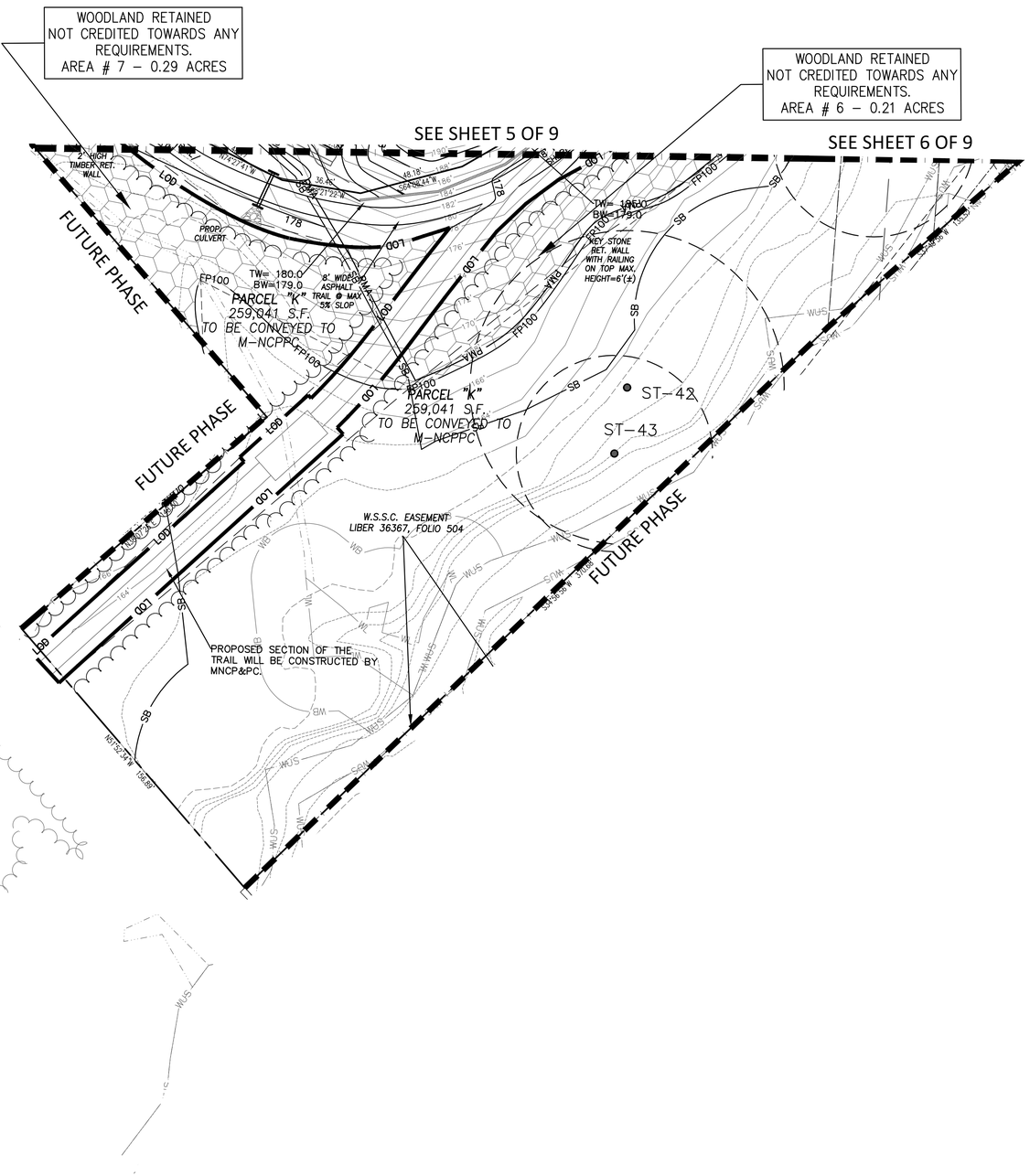
DATE: APRIL, 2026	
DWN. JK	CHECKED MT
SCALE: AS SHOWN	
PROJECT/FILE NO. 15–026	
SHEET NO. 6 OF 9	

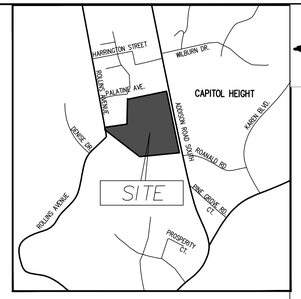
WOODLAND RETAINED
NOT CREDITED TOWARDS ANY
REQUIREMENTS.
AREA # 7 – 0.29 ACRES

WOODLAND RETAINED
NOT CREDITED TOWARDS ANY
REQUIREMENTS.
AREA # 6 – 0.21 ACRES

SEE SHEET 5 OF 9

SEE SHEET 6 OF 9





VICINITY MAP
SCALE: 1"= 2000'

LEGEND:

EXISTING:		PROPOSED:	
FIRE HYDRANT		FIRE HYDRANT	
WATER VALVE		WATER VALVE	
WATER MANHOLE		YARD INLET	
STORM DRAIN MANHOLE		STORM DRAIN PIPE	
LIGHT POLE		FLOW LINE	
POWER POLE		FENCE LINE	
GAS VALVE		SIGN	
FENCE LINE		TREE LINE	
SIGN		BUILDING RESTRICTION LINE(TYP.)	
TREE		CONTOUR	
TREE LINE		BUILDING	
OVER HEAD WIRES		WATER	
INTER. 2' CONTOUR		RIP RAP	
INDEX 10' CONTOUR		STORMWATER MANAGEMENT FACILITY	
STREAM BUFFER			
PRIMARY MANAGEMENT AREA			
WETLAND			
FLOODPLAIN			
WETLAND BUFFER			
STREAM			
LIMIT OF DISTURBANCE			
WOODLAND PRESERVATION AREA			
WOODLAND PRESERVED–NOT CREDITED			
WOODLAND RETAINED–ASSUMED CLEARED			
WOODLAND PRESERVATION SIGN			
TREE PROTECTION FENCE (TEMPORARY)			
SPECIMEN TREES TO BE SAVED			
SPECIMEN TREES FOR REMOVAL			

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QUALIFIED PROFESSIONAL

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METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

TREEE CONSERVATION PLAN
TYPE 2

REVISIONS

DATE: APRIL, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15-026
SHEET NO. 7 OF 9

STANDARD TYPE II TREE CONSERVATION PLAN NOTES:

1. This plan is submitted to fulfill the woodland conservation requirements for a Detailed Site Plan -25002
2. Cutting or clearing of woodland not in conformance with this plan or without the expressed written consent of the Planning Director or designee shall be subject to a $9.00 per square foot mitigation fee.
3. A pre-construction meeting is required prior to the issuance of grading permits. The Department of Permeating, Inspection and Enforcement , as appropriate, shall be contacted prior to the start of any work on the site to conduct a pre-construction meeting where implementation of woodland conservation measures shown on this plan will be discussed in detail.
4. The developer or builder of the lots or parcels shown on this plan shall notify future buyers of any woodland conservation areas through the provision of a copy of this plan at time of contract signing. Future property owners are also subject to this requirement.
5. The owners of the property subject to this tree conservation plan are solely responsible for conformance to the requirements contained herein.
6. The property is within the *Developed* Tier and is zoned M-X-T.
7. The site is not adjacent to a roadway designated as scenic, historic, a parkway or a scenic byway.
8. The site is not adjacent to a roadway classified as arterial or greater.

TREE PRESERVATION AND RETENTION NOTES:

a. All woodlands designated on this plan for preservation are the responsibility of the property owner. The woodland areas shall remain in a natural state. This includes the canopy trees and understory vegetation. A revised tree conservation plan is required prior to clearing woodland areas that are not specifically identified to be cleared on the approved TCP2.

b. Tree and woodland conservation methods such as root pruning shall be conducted as noted on this plan.

c. The location of all temporary tree protection fencing (TPFs) shown on this plan shall be flagged or staked in the field prior to the pre-construction meeting. Upon approval of the locations by the county inspector, installation of the TPFs may begin.

d. All temporary tree protection fencing required by this plan shall be installed prior to commencement of clearing and grading of the site and shall remain in place until the bond is released for the project. Failure to install and maintain temporary or permanent tree protective devices is a violation of this TCP2.

e. Woodland preservation areas shall be posted with signage as shown on the plans at the same time as the temporary TPF installation. These signs must remain in perpetuity.

Removal of Hazardous Trees or Limbs by Developers or Builders

f. The developer and/or builder is responsible for the complete preservation of all forested areas shown on the approved plan to remain undisturbed. Only trees or parts thereof designated by the county as dead, dying, or hazardous may be removed.

g. A tree is considered hazardous if a condition is present which leads a Certified Arborist or Licensed Tree Expert to believe that the tree or a portion of the tree has a potential to fall and strike a structure, parking area, or other high use area and result in personal injury or property damage.

h. During the initial stages of clearing and grading, if hazardous trees are present, or trees are present that are not hazardous but are leaning into the disturbed area, the permittee shall remove said trees using a chain saw. Corrective measures requiring the removal of the hazardous tree or portions thereof shall require authorization by the county inspector. Only after approval by the inspector may the tree be cut by chainsaw to near the existing ground level. The stump shall not be removed or covered with soil, mulch or other materials that would inhibit sprouting.

i. If a tree or trees become hazardous prior to bond release for the project, due to storm events or other situations not resulting from an action by the permitee, prior to removal, a Certified Arborist or a Licensed Tree Expert must certify that the tree or the portion of the tree in question has a potential to fall and strike a structure, parking area, or other high use area and may result in personal injury or property damage. If a tree or portions thereof are in imminent danger of striking a structure, parking area, or other high use area and may result in personal injury or property damage then the certification is not required and the permitee shall take corrective action immediately. The condition of the area shall be fully documented through photographs prior to corrective action being taken. The photos shall be submitted to the inspector for documentation of the damage.

If corrective pruning may alleviate a hazardous condition, the Certified Arborist or a Licensed Tree Expert may proceed without further authorization. The pruning must be done in accordance with the latest edition of the appropriate ANSI A-300 Pruning Standards. The condition of the area shall be fully documented through photographs prior to corrective action being taken. The photos shall be submitted to the inspector for documentation of the damage.

Debris from the tree removal or pruning that occurs within 35 feet of the woodland edge may be removed and properly disposed of by recycling, chipping or other acceptable methods. All debris that is more than 35 feet from the woodland edge shall be cut up to allow contact with the ground, thus encouraging decomposition. The smaller materials shall be placed into brush piles that will serve as wildlife habitat.

Tree work to be completed within a road right-of-way requires a permit from the Maryland Department of Natural Resources unless the tree removal is shown within the approved limits of disturbance on a TCP2. The work is required to be conducted by a Licensed Tree Expert.

If development is proposed to be completed in phases:

j. Work on this project will be initiated in several phases. All temporary TPFs required for a given phase shall be installed prior to any disturbance within that phase of work.

If existing trees are proposed for use as protection for preservation areas:

k. Tree protection fencing (TPFs) is not required for all or portions of this plan because an undisturbed 100-foot buffer of open land /or a 50-foot forested buffer is being maintained between the limit of disturbance (LOD) and the woodland preservation areas. If the LOD changes and the change impacts these buffers, the county inspector shall be contacted to evaluate the change to determine if a revision to the tree conservation plan is necessary or if installation of TPFs will be required.

If debris piles are noted on the FSD and located in preservation areas:

l. Debris piles shown in woodland preservation areas shall be removed by hand without the use of mechanical equipment within the preservation area. Chains may be used to pull debris out of the preservation areas. Caution must be used not to damage remaining vegetation.

POST DEVELOPMENT NOTES

When woodlands and/or specimen, historic or champion trees are to remain:

a. If the developer or builder no longer has an interest in the property and the new owner desires to remove a hazardous tree or portion thereof, the new owner shall obtain a written statement from a Certified Arborist or Licensed Tree Expert identifying the hazardous condition and the proposed corrective measures prior to having the work conducted. After proper documentation has been completed per the handout "Guidance for Prince George's County Property Owners, Preservation of Woodland Conservation Areas", the arborist or tree expert may then remove the tree. The stump shall be cut as close to the ground as possible and left in place. The removal or grinding of the stumps in the woodland conservation area is not permitted.

If a tree or portions thereof are in imminent danger of striking a structure, parking area, or other high use area and may result in personal injury or property damage then the certification is not required and the permitee shall take corrective action immediately. The condition of the area shall be fully documented through photographs prior to corrective action being taken. The photos shall be submitted to the inspector for documentation of the damage.

Tree work to be completed within a road right-of-way requires a permit from the Maryland Department of Natural Resources unless the tree removal is shown within the approved limits of disturbance on a TCP2. The work is required to be conducted by a Licensed Tree Expert.

b. The removal of noxious, invasive, and non-native plant species from any woodland preservation area shall be done with the use of hand-held equipment only (pruners or a chain saw). These plants may be cut near the ground and material less than two inches diameter may be removed from the area and disposed of appropriately. All material from these noxious, invasive, and non-native plants greater than two (2) inches diameter shall be cut to allow contact with the ground, thus encouraging decomposition.

c. The use of broadcast spraying of herbicides is not permitted. However, the use of herbicides to discourage re-sprouting of invasive, noxious, or non-native plants is permitted if done as an application of the chemical directly to the cut stump immediately following cutting of plant tops. The use of any herbicide shall be done in accordance with the label instructions.

d. The use of chainsaws is extremely dangerous and should not be conducted with poorly maintained equipment, without safety equipment, or by individuals not trained in the use of this equipment for the pruning and/or cutting of trees.

WOODLAND CONSERVATION SUMMARY TABLE- PHASE 1						
PRESERVATION AREAS:						
AREA #1			3.98			
AREA #2			0.02			
SUB-TOTAL			4.00			
WOODLAND RETAINED NOT CREDITED TOWARD ANY REQUIREMENTS:						
AREA #1			0.02			
AREA #2			0.05			
AREA #3			0.05			
AREA #4			1.12			
AREA #5			0.03			
AREA #6			0.21			
AREA #7			0.29			
SUB-TOTAL			1.77			
WOODLAND RETAINED COUNTED AS CLEAR:						
AREA #1			0.07			
SUB-TOTAL			0.07			
TOTAL			**5.84**			

SITE STATISTICS	TOTAL
Gross tract area	24.81 Ac
Existing 100-year floodplain	7.06 Ac
Net tract area	17.75 Ac
Existing woodland in the floodplain	7.06 Ac
Existing woodland net tract	14.53 Ac
Existing woodland total	21.59 Ac
Existing PMA	12.29 Ac
Regulated streams (linear feet of centerline)	3,256 Lf

Standard Woodland Conservation Worksheet for Prince George's County

SECTION I-Establishing Site Information- (Enter acres for each zone)				
1 Zone:	M-X-T			
2 Gross Tract:	24.81			
3 Floodplain:	7.06			
4 Previously Dedicated Land:	0.00			
5 Net Tract (NTA):	17.75	0.00	0.00	
6 TCP Number	TCP2-027-2021		Revision #	1
7 Property Description or Subdivision Name:	METRO CITY PHASE 1			
8 Is this site subject to the 1989 or 1991 Ordinance	N			
9 Is this site subject to the 1991 Ordinance	N			
10 Subject to 2010 Ordinance and in PFA (Priority Funding Area	Y			
11 Is this one (1) single family lot? (Y or N)	N			
12 Are there prior TCP approvals which include a	N			
13 combination of this lot/s? (Y or N)				
14 Is any portion of the property in a WC Bank? (Y or N)	N			
15 Break-even Point (preservation) =	5.04	acres		
16 Clearing permitted w/o reforestion=	9.49	acres		

SECTION II-Determining Requirements (Enter acres for each corresponding column)						
	Column A WCT/AFT %	**Column B** Net Tract	**Column C** Floodplain (1:1)	**Column D** Off-Site Impacts (1:1)		
17 Existing Woodland		14.53	7.06			
18 Woodland Conservation Threshold (WCT) =	15.00%	2.66				
19 Smaller of 17 or 18		2.66				
20 Woodland above WCT		11.87				
21 Woodland cleared		8.76	0.08	0.00		
22 Woodland cleared above WCT (smaller of 16 or 17)		8.76				
23 Clearing above WCT (0.25 : 1) replacement requirement		2.19				
24 Woodland cleared below WCT		0.00				
25 Clearing below WCT (2:1 replacement requirement)		0.00				
26 Afforestation Required Threshold (AFT) =	15.00%	0.00				
27 Off-site WCA being provided on this property		0.00				
28 **Woodland Conservation Required**		**4.93**	acres			

SECTION III-Meeting the Requirements (Enter acres for each corresponging column)				
29 Woodland Preservation		4.00		
30 Afforestation / Reforestation		0.00	Bond amount:	$ -
31 Natural Regeneration		0.00		
32 Landscape Credits		0.00		
33 Specimen/Historic Tree Credit (CRZ area * 2.0)	0.00	0.00		
34 Forest Enhancement Credit (Area * .25)	0.00	0.00		
35 Street Tree Credit (Existing or 10-year canopy coverage)		0.00		
36 Area approved for fee-in-lieu		0.00	Fee amount:	**$0.00**
37 Off-site Woodland Conservation Credits Required		0.93		
38 Off-site WCA (preservation) being provided on this property		0.00		
39 Off-site WCA (afforestation) being provided on this property		0.00		
40 **Woodland Conservation Provided**		**4.93**	acres	

41 Area of woodland not cleared	5.77	acres
42 Net tract woodland retained not part of requirements:	1.77	acres
43 100-floodplain woodland retained	6.98	acres
44 On-site woodland conservation provided	4.00	acres
45 On-site woodland conservation alternatives provided	0.00	
46 On-site woodland retained not credited	8.75	acres

47 Prepared by: Signed — 04–23–2026 Date

* 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 A31–INCH TULIP POPLAR WERE REMOVED PRIOR TO THIS APPLICATION WITH THE BEAVERDAM BASIN SANITARY SEWER SYSTEM REHABILITATION PROJECT"

Property Owners Awareness Certificate

I/ We METRO CITY LLC hereby acknowledge that we are aware of this Type 2 Tree Conservation Plan (TCP2) and that we understand the requirements as set forth in this TCP2.

BY: [signature], Member 4/19/18
Owner or Owners Representative Date

I/ We _____ hereby acknowledge that we are aware of this Type 2 Tree Conservation Plan (TCP2) and that we understand the requirements as set forth in this TCP2.

Contract Purchaser Date

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
ROCKVILLE, MD. 20852
PHONE # 301-467-5536
E-MAIL : AGIDEVCO@VERIZON.NET

MISS UTILITY
FOR LOCATION OF UTILITIES CALL 1–800–257–7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

QUALIFIED PROFESSIONAL CERTIFICATION

THIS PLAN COMPLIES WITH THE CURRENT REQUIREMENTS OF SUBTITLE 25 AND THE WOOD LAND WILDLIFE

SIGNED: [signature] 04/23/2026
MILTON M. PEREZ DATE

POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
PHONE (301) 937–3501, EMAIL:PEREZ@CDDI.NET
QUALIFIED PROFESSIONAL

GRAPHIC SCALE

30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

SPECIMEN TREE SUMMARY TABLE

Tree #	Common Name	Latin Name	Diameter (DBH) in.	Condition	Comments	Disposition	Inside PMA	Outside PMA	PHASE 1	FUTURE PHASE
9	American beech	Fagus gradifolia	31"	Fair	Fair, larve cavity in trunk, some dead limbs	To be saved	YES	NO	NO	YES
10	Tulip tree	Linodendron tulipifera	33"	Good	Good, some vines	Removed*	YES	NO	NO	YES
11	American beech	Fagus gradifolia	31"	Good	Good, cavity in trunnk	To be saved	YES	NO	NO	YES
12	American beech	Fagus gradifolia	30"	Good		To be saved	YES	NO	NO	YES
13	American beech	Fagus gradifolia	41"	Good		To be saved	YES	NO	NO	YES
16	Tulip tree	Linodendron tulipifera	34"	Good		To be saved	YES	NO	NO	YES
17	Tulip tree	Linodendron tulipifera	32"	Good	Good, some vines	To be saved	YES	NO	NO	YES
18	Tulip tree	Linodendron tulipifera	30"	Good		To be saved	YES	NO	NO	YES
19	Tulip tree	Linodendron tulipifera	30"	Good		To be saved	YES	NO	YES	NO
20	Tulip tree	Linodendron tulipifera	36"	Good		To be saved	YES	NO	YES	NO
21	American beech	Fagus gradifolia	36"	Good	Good, on stream bank	To be saved	YES	NO	YES	NO
22	Northern Red Oak	Quercus rubra	31"	Good		To be saved	YES	NO	YES	NO
23	Tulip tree	Linodendron tulipifera	32"	Good		To be saved	YES	NO	YES	NO
24	Tulip tree	Linodendron tulipifera	31"	Good		To be saved	YES	NO	YES	NO
33	American sycamore	Platanus occidentalis	35"	Good	Good, moderate vines	To be saved	YES	NO	YES	NO
34	American sycamore	Platanus occidentalis	39"	Good	Good, some vines	To be saved	YES	NO	YES	NO
36	Tulip tree	Linodendron tulipifera	30, 17, 16"	Good	Triple trunk	To be saved	YES	NO	YES	NO
37	Tulip tree	Linodendron tulipifera	32"	Good		To be saved	YES	NO	YES	NO
38	Tulip tree	Linodendron tulipifera	31"	Good	Good, on stream bank	Removed*	YES	NO	YES	NO
39	Tulip tree	Linodendron tulipifera	33, 20"	Good	Double trunk	To be saved	YES	NO	YES	NO
40	Tulip tree	Linodendron tulipifera	30"	Good		To be saved	YES	NO	YES	NO
41	Northern Red Oak	Quercus rubra	31"	Fair	borer damaged	To be saved	YES	NO	YES	NO
42	Tulip tree	Linodendron tulipifera	48"	Good		To be saved	YES	NO	YES	NO
43	American sycamore	Platanus occidentalis	30"	Fair	Fair, extensive vines	To be saved	YES	NO	YES	NO
45	Tulip tree	Linodendron tulipifera	30"	Good	Some dead limbs	To be removed	YES	NO	NO	YES
46	Tulip tree	Linodendron tulipifera	32"	Good		To be removed	NO	YES	YES	NO
47	Tulip tree	Linodendron tulipifera	50"	Good		To be removed	NO	YES	YES	NO

E:\15-026\DOCUMENTS\ENV\TCPII\SPECIMEN TREE SUMMARY TABLE_rev.xls

SPECIMEN TREE SUMMARY TABLE (OFF-SITE)

Tree #	Common Name	Latin Name	Diameter (DBH) in.	Condition	Comments	Disposition	Inside PMA	Outside PMA	PHASE 1	FUTURE PHASE
14	Tulip tree	Liriodendron tulipifera	31"	Good		To be saved	YES	NO	NO	YES
15	American sycamore	Platanus occidentalis	32"	Good		To be saved	YES	NO	NO	YES
28	American sycamore	*Platanus occidentalis*	31"	Good		To be saved	YES	NO	YES	NO
32	Tulip tree	Liriodendron tulipifera	30"	Fair	Fair, extensive vine	To be saved	YES	NO	YES	NO

* REMOVAL OF SPECIMEN TREES GRANTED UNDER THE APPROVED BEAVERDAM BRANCH BASIN FOREST CONSERVATION PLAN FCP#S13–15 (APPROVED AND REVISED ON FEBRUARY 2014).

WOODLAND CONSERVATION SUMMARY TABLE (TCP 2) PHASE 1 AND 2

PARCEL #	Gross Track Area (sq. ft.)	100-Yr Floodplain (FP)	Net Track Area (sq. ft.) (NTA)	Existing Woodland (sq. ft.)(NTA)	Existing Woodland (sq.ft.) (FP)	Woodland Cleared (sq. ft.) (C-NTA)	Woodland Cleared Floodplain (C-FP)	Woodland Cleared Off-site (C-OS)	Woodland Pres. Area. (sq. ft.) (WPA)	Woodland Reforest. Area (sq. ft.) (WRA)	Woodland Retained/Not Credited (WR-NC)	Woodland Retained / Assumed Cleared (WR-AC)
PARCEL "A"	329,096	140,130	188,966	189,151	139,877	22,056		-	164,542	-	140,130	-
PARCEL "B"	232,884	115,408	117,476	117,027	115,408	2,312		-	113,267	-	115,403	
PARCEL "C"	68,818	1,454	67,364	66,148	1,454	0	-	-	0	-	0	-
PARCEL "D"	111,489		111,489	111,489		89,247		-	20,546	-	1,694	1,618
PARCEL "E"	62,978	625	62,352	62,110	625	62,110	625	-	-	-	-	-
PARCEL "F"	18,687	-	18,687	13,086		13,086		-	-	-	-	-
PARCEL "G"	93,078	-	93,078	92,991	-	83,095	-	-	6,908	-	3,120	-
PARCEL "H"	35,479	-	35,479	34,970	-	30,285	-	-	2,673	-	-	-
PARCEL "I"	34,892		34,892	35,545		35,545	-	-	-	-	-	-
PARCEL "J"	39,115	-	39,115	38,684	-	29,202	-	-	9,468	-	-	-
PARCEL 'K"	259,041	167,369	91,672	91,801	167,518	22,170	3,679				224,429	3,004
PARCEL "L"	30,410	-	30,410	25,280	-	25,280	-	-	-	-	1,719	-
PARCEL "M"	2,996	-	2,996	575	-	575	-	-		-	-	-
PARCEL "N"	75,203		75,203	55,894		55,894	-	-		-	-	-
PARCEL "O"	36,286	19,181	17,105	17,146	19,182	4,326	2,533	-	11,185	-	16,691	1,618
PARCEL 'P"	58,939	3,241	55,698	55,574	3,241	55,574	3,241				-	
PARCEL "Q"	44,020	-	44,020	13,332		13,332					-	
LOTS 1-39	79,054	-	79,054	32,761		32,762	-	-	-	-	-	-
LOTS 40-72	62,844	-	62,844	46,005		46,006	-	-		-	-	-
ROW DEDICATION	52,615	4,000	48,615	43,523	4,000	42,800	1,649	-	-	-	-	5,530
TOTAL S.F.:	1,727,924	451,409	1,276,515	1,143,091	451,306	665,659	11,728	-	328,589	-	503,187	11,769
TOTAL ACRES:	39.67	10.36	29.31	26.24	10.36	15.28	0.27	-	7.54	-	11.55	0.27

WOODLAND CONSERVATION SUMMARY TABLE (TCP 2) PHASE 1

PARCEL #	Gross Track Area (sq. ft.)	100-Yr Floodplain (FP)	Net Track Area (sq. ft.) (NTA)	Existing Woodland (sq. ft.)(NTA)	Existing Woodland (sq.ft.) (FP)	Woodland Cleared (sq. ft.) (C-NTA)	Woodland Cleared Floodplain (C-FP)	Woodland Cleared Off-site (C-OS)	Woodland Pres. Area. (sq. ft.) (WPA)	Woodland Reforest. Area (sq. ft.) (WRA)	Woodland Retained/Not Credited (WR-NC)	Woodland Retained / Assumed Cleared (WR-AC)
PARCEL "A"	329,096	140,130	188,966	189,151	139,877	22,056	0	-	164,542	-	140,130	-
PARCEL "F"	18,687	-	18,687	13,086	0	13,086	0	-	-	-	-	-
PARCEL "G"	93,078	-	93,078	92,991	-	83,095	-	-	6,908	-	3,120	-
PARCEL "H"	35,479	-	35,479	34,970	-	30,285	-	-	2,673	-	-	-
PARCEL "I"	34,892	0	34,892	35,545	0	35,545	-	-	-	-	-	-
PARCEL 'K"	259,041	167,369	91,672	91,801	167,518	22,170	3,679	0	0	0	224,429	3,004
PARCEL "L"	30,410	-	30,410	25,280	-	25,280	-	-	-	-	1,719	-
PARCEL "M"	2,996	-	2,996	575	-	575	-	-	0	-	-	-
PARCEL "N"	75,203	0	75,203	55,894	0	55,894	-	-	0	-	-	-
PARCEL "Q"	44,020	-	44,020	13,332	0	13,332	0	0	0	0	-	0
LOTS 1-39	79,054	-	79,054	32,761	0	32,762	-	-	0	-	-	-
LOTS 40-72	62,844	-	62,844	46,005	0	46,006	-	-	0	-	-	-
ROW DEDICATION	16,017		16,017	1,500		1,500		-	-	-	-	
TOTAL S.F.:	1,080,817	307,499	773,318	632,891	307,395	381,587	3,679	-	174,123	-	369,399	3,004
TOTAL ACRES:	24.81	7.06	17.75	14.53	7.06	8.76	0.08	-	4.00	-	8.48	0.07

CDDI

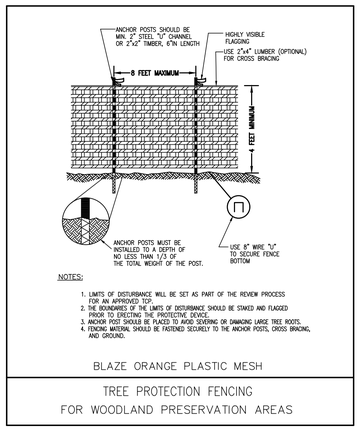
CAPITOL DEVELOPMENT DESIGN, INC.
ENGINEERS – PLANNERS – SURVEYOR'S
4600 POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
OFFICE (301) 937–3501 FAX (301) 937–3507

METRO CITY
METRO CITY STREET
SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

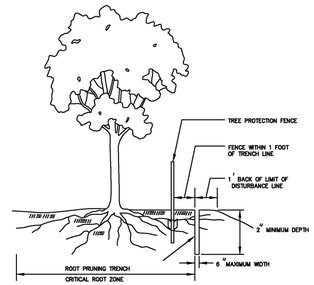
TREEE CONSERVATION PLAN
TYPE 2

REVISIONS

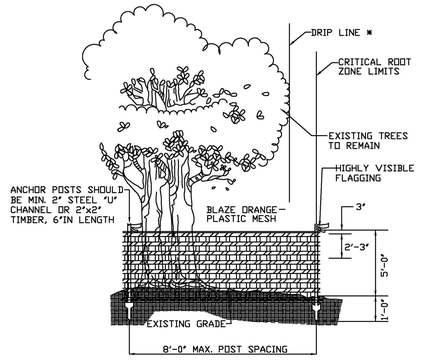
DATE: APRIL, 2026
DWN. JK | CHECKED MT
SCALE: AS SHOWN
PROJECT/FILE NO. 15–026
SHEET NO. 8 OF 9



TEMPORARY TREE PROTECTION DEVICE (TPD)

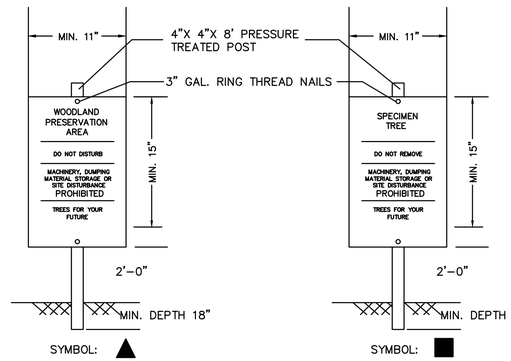


NOTES:
1. RETENTION AREAS TO BE ESTABLISHED AS PART OF THE FOREST CONSERVATION PLAN REVIEW PROCESS.
2. BOUNDARIES OF RETENTION AREAS SHOULD BE STAKED, FLAGGED AND/OR FENCED PRIOR TO TRENCHING.
3. EXACT LOCATION OF TRENCH SHOULD BE IDENTIFIED.
4. TRENCH SHOULD BE IMMEDIATELY BACKFILLED WITH SOIL REMOVED OR OTHER HIGH ORGANIC SOIL.
5. ROOTS SHOULD BE CLEANLY CUT USING VIBRATORY KNIFE OR OTHER ACCEPTABLE EQUIPMENT.



* IN CERTAIN CIRCUMSTANCES FENCING MAY BE PERMITTED TO BE LOCATED AT THE DRIPLINE.

NOTES:
1. FOREST PROTECTION DEVICE ONLY.
2. RETENTION AREA WILL BE SET AS PART OF THE REVIEW PROCESS.
3. BOUNDARIES OF RETENTION AREA SHOULD BE STAKED AND FLAGGED PRIOR TO INSTALLING DEVICES.
4. AVOID ROOT DAMAGE WHEN PALCING ANCHOR POSTS.
5. DEVICE SHOULD BE PROPERLY MAINTAINED DURING CONSTRUCTION
6. PROTECTIVE SIGNAGE IS ALSO REQUIRED.



GENERAL NOTE:
SIGNS FOR PRESERVATION AREAS MAY BE REMOVED AFTER USE & OCCUPANCY PERMIT HAS BEEN ISSUED.

SIGNAGE

NOTES:
1. ATTACHMENT OF SIGNS TO TREES IS PROHIBITED.
2. SIGNS SHOULD BE PROPERLY MAINTAINED.
3. AVOID INJURY TO ROOTS WHEN PLACING POSTS FOR THE SIGNS.
4. SIGNS SHOULD BE POSTED TO BE VISIBLE TO ALL CONSTRUCTION PERSONNEL FROM ALL DIRECTIONS.
5. SIGNS SHOULD BE INSTALLED AT THE SAME TIME AS TREE PROTECTION DEVICE.
6. LOCATE SIGNS APPROXIMATELY EVERY 50 FEET ALONG FENCING.
7. SIGNS SHOULD BE IN PLACE IMMEDIATELY FOLLOWING STAKE OUT OF L.O.D., AND REMAIN IN PLACE IN PERPETUITY.
8. SIGNS MAY ALSO BE MOUNTED ON TEMPORARY OR PERMANENT TREE PROTECTION FENCING.

QUALIFIED PROFESSIONAL CERTIFICATION

THIS PLAN COMPLIES WITH THE CURRENT REQUIREMENTS OF SUBTITLE 25 AND THE WOOD LAND WILDLIFE

04/23/2026
DATE

POWDER MILL ROAD – SUITE 200 – BELTSVILLE, MD 20705
PHONE (301) 937–3501, EMAIL:PEREZ@CDDI.NET

APPLICANT

METRO CITY LLC
10701 LADY SLIPPER TERRACE
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FOR LOCATION OF UTILITIES CALL 1–800–257–7777
48 HOURS IN ADVANCE OF ANY WORK IN THE VICINITY

GRAPHIC SCALE

30 0 15 30 60 90
(IN FEET)
1 inch = 30 ft.

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METRO CITY
METRO CITY STREET

SEAT PLEASANT (18TH) ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND

TREEE CONSERVATION PLAN TYPE 2

REVISIONS

DATE: MARCH, 2026
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SCALE: AS SHOWN
PROJECT/FILE NO. 15–026
SHEET NO. 9 OF 9

Additional Back-up

For

DSP-25002
Metro City

Metro City, LLC

10701 Lady Slipper Terrace Rockville, MD 20852
301-467-5536 agidevco@verizon.net

Applicant's Proposed Revisions to Conditions DSP-25002, Metro City

June 1, 2026

Prince George's County Planning Board
M-NCPPC
1616 McCormick Drive
1st Floor
Largo, MD 20774

Dear Sir or Madam:

Concerning the proposed conditions cited in the staff report for DSP-25002, Metro City, specifically, "Describe in detail the amenities to be offered in the Senior Living and Assisted Senior Living Facilities," we feel that the request is premature and request the elimination of condition 1a.

These Senior Living and Assisted Living buildings will be substantially leased prior to the start of construction, and we will get the opinions of those who will eventually live in the buildings as to the more exact style of the amenities and their features that they would like to see and put to use.

Please eliminate the proposed requirement as a condition for approval of our DSP application.

Thank you for your attention to this matter.

Sincerely,

Andrew G. Interdonato
Member