



June 30, 2026



Metro City LLC  
10701 Lady Slipper Terrace  
Rockville MD, 20852

Re: Notification of Planning Board Action on  
**Detailed Site Plan DSP-25002**  
**Metro City Phase 1**

Dear Applicant:

This is to advise you that, on **June 25, 2026**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to the Prince George's County Planning Board's Rules of Procedure, the Planning Board's decision will become effective 30 calendar days after the date of this notice (**June 30, 2026**) of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days, the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,  
Sherri Conner, Planning Division Chief  
Development Review Division

By: *Meng Sun*  
Reviewer

Attachment: PGCPB Resolution No. **2026-034**

cc: Donna J. Brown, Clerk of the County Council  
Persons of Record

PGCPB No. 2026-034

File No. DSP-25002

R E S O L U T I O N

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

WHEREAS, the applicant, Metro City LLC, submitted an application for approval of a detailed site plan; and

WHEREAS, 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; and

WHEREAS, therefore, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission reviewed this application under the Zoning Ordinance in existence prior to April 1, 2022; and

WHEREAS, in consideration of evidence presented at a public hearing on June 4, 2026, regarding Detailed Site Plan DSP-25002 for Metro City, Phase 1, the Planning Board finds:

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:**

	<b>EXISTING</b>	<b>EVALUATED</b>
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
<b>Gross floor area (sq. ft.) Phase 1</b>		<b>498,977</b>
72 Townhouse Units		175,360
240 Multifamily Senior Living Units		248,939
195-bed Assisted Living Facility		74,678
<b>Total Dwelling Units, all types</b>	-	<b>312</b>
<b>Townhouse</b>	-	<b>72</b>
<b>Multifamily Dwelling Units for seniors</b>	-	<b>240</b>
Senior Living Building (Parcel I)	-	114
Senior Living Building (Parcel G)	-	126
<b>Assisted Living Facility (Parcel H)</b>	-	<b>195 beds</b>

**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 27-548I 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 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 approved 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* (5<sup>th</sup> 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 531 spaces, 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. The Planning Board agrees 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 approved, 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	Evaluated
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*
<b>Total</b>	<b>487</b>	<b>387</b>	<b>531</b>
Of which standard handicap-accessible spaces**		8	13
Handicap-accessible van spaces**		2	17

Parking for Multifamily Buildings								
	Parking Structure				On-street parking			Total
	Stand space	AD A	ADA van	Standard EV	Stand space	ADA	AD A 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*
<b>Total for multifamily</b>	<b>310</b>	<b>7</b>	<b>14</b>	<b>10</b>	<b>34</b>	<b>4</b>	<b>2</b>	<b>381</b>

Parking for townhouse						
	Garage	On-street parking				Total
	Garage	Stand space	Compact space	ADA	ADA van	
72 Townhouses	110	33	4	2	1	<b>150</b>
	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 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. The Planning Board reviewed the location of the spaces and the uses they will serve, and finds that the three loading spaces are acceptable.

<b>Loading space requirement</b>	<b>Required</b>	<b>Evaluated*</b>
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 will be only one trail connection 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 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.

## **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 approved 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. The Planning Board notes 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 provided. Therefore, the minimum rear setback as 10 feet should be established, which is conditioned herein to be provided.

The McPherson model is 24-foot-wide with two-car garages, and the Ballard 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 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 shown 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 Ballard and Cadence models. In addition, the black and white McPherson rear elevations show 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

<b>Single-Family Attached (Townhome) Standards</b>	
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
<b>Single-Family Attached (Townhome) Standards</b>	
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

**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.

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

### **Recreational Facilities**

The DSP will 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 residents.

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 included along the future Cabin Branch Trail. Two picnic areas with picnic tables and benches are included 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 includes 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 included with the three multifamily buildings. Wall-mounted sconces in Parcels H and I measure 8 inches wide and 31 inches high, featuring bronze metallic and black finishes, respectively. Wall-mounted sconces in Parcel G measure 8 inches wide and 22 inches high, featuring graphite finishes. All lighting features light-emitting diode (LED) lights. 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 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, the Board evaluated both sign designs, in comparison to Section 27-624(a) of the prior Zoning Ordinance, for gateway signs. The Board finds that the monument signs are within the maximum lettering area and height for gateway signs. The Board finds that the signs are appropriate in size, type, and design, given their location and the use to be served.

The DSP includes 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. 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, the Board has evaluated the canopy sign design, in comparison to Section 27-613 of the prior Zoning Ordinance, for building-mounted or canopy sign. The Board finds that the canopy signs are within the maximum area and height for canopy signs. The Board finds that the signs are appropriate in size, type, and design, given their location and the use to be served.

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

### **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 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. The Planning Board approves 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 included 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 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 included.

**(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. The Planning Board finds the 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 resolution.

**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 will 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 includes 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 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 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 ( $\frac{1}{2}$ ) 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 ( $45^\circ$ ). 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 includes 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 includes 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 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 includes 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 within the DSP, 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 includes 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 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 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 development is physically and visually integrated with the existing development along Rollins Avenue. High visible elevations are included 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 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 to be modified with the subject application. Three impacts were reviewed and approved with DSP-20012 which has expired. The subject application requests those three impacts to REF, identified as Impacts 7 through 9, which are detailed below. The Planning Board finds 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 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 included along the 8-foot-wide Cabin Ranch Trail, providing amenities for pedestrians. Within each multifamily building, on the ground floor, interior courtyards are included as gathering places for residents, 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.

The Planning Board finds 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 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 used throughout the entire Phase 1 development to achieve a level of consistency of a uniform design scheme. The 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. 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, is 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. 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 is 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 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 includes 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 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 subject 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 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 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 clearing is 4.93 acres, which is 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 include 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), it was 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 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 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), 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) was provided, and the analysis supported the 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 following was provided:

**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 included 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 (page 233):

- 1. Identify priority sidewalk corridors to parks, schools, Metro stations, and other activity centers where sidewalk construction is necessary to meet existing pedestrian needs.**
- 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.**
- 3. Improve bicycle facilities around Metro stations in Subregion 4. Facilities needed include bicycle racks, lockers, and striping for designated bike lanes.**

The subject site plan includes sidewalks, bicycle lanes, and trails, improving or adding to existing networks and increasing connections to the Addison Road-Seat Pleasant 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), an analysis of the conditions of PPS 4-19044 was provided, and the analysis 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 following analysis was provided:

#### **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 313-15). No additional specimen trees are included 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 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 requests those three impacts to REF, identified as Impacts 7–9, which are detailed below.

**Impact 7: Construction of Hiker/Biker Masterplan Trail**

This DSP includes 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 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 includes 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 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 includes 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 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 new impacts to 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.

### **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 (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 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**—No comments have been provided 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)**—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**—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 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)**—No comments were provided on this application.
15. **Community feedback**—The Prince George’s County Planning Department did not receive any written correspondence or comments from the community regarding the subject application.
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 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. The Planning Board finds that PMA Impacts 7–9 are necessary and reasonable for the orderly and efficient development of the subject property.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George’s County Code, the Prince George’s County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and:

- A. APPROVED the Alternative Development District Overlay (D-D-O) Zone standards, as follows:
  - 1. **SITE DESIGN: S3. Building Siting and Setbacks** (page 180): To allow the front-loaded townhouses with garages not recessed from the front building façade, as shown on the detailed site plan.
- B. APPROVED Type 2 Tree Conservation Plan TCP2-2026-0018, and further APPROVED Detailed Site Plan DSP-25002 for the above-described land, 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. Revise the architectural elevation as follows:
      - (1) Show the optional decks on rear elevations for Ballard and Cadence models.
      - (2) Show the pole-supported deck for the McPherson model on the black and white elevation.
    - b. 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.
    - c. Provide construction details for the Cabin Branch Trail on the site plan, per the *Parks and Recreation Facilities Guidelines*.
    - d. Provide the minimum rear yard setback as 10 feet in the single-family attached (townhouse) standards chart on Sheet 2.
    - e. 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.

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

\* \* \* \* \*

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Geraldo, seconded by Commissioner Jenkins, with Commissioners Geraldo, Jenkins, and Okoye voting in favor of the motion, and with Commissioner Matthews absent at its regular meeting held on Thursday, June 4, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 25th day of June 2026.

Billy Okoye  
Vice Chairman

By   
Jessica Jones  
Planning Board Administrator

BO:JJ:MS:ac

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner  
M-NCPPC Legal Department  
Date: June 15, 2026