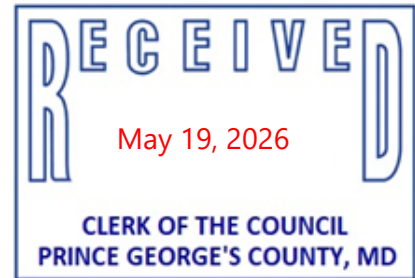




May 19, 2026



Southern Hills LLC
4341 Montgomery Avenue,
Bethesda, MD 20814

Re: Notification of Planning Board Action on
Conceptual Site Plan CSP-24001
Southern Hills

Dear Applicant:

This is to advise you that, on **May 14, 2026**, the above-referenced Conceptual Site Plan was acted upon by the Prince George's County Planning Board pursuant to the Transitional Provisions of Section 27-1700 of the Prince George's County Zoning Ordinance and in accordance with the attached Resolution.

District Council review of this case is required by **Section 27-548.26(b) of the prior Zoning Ordinance**.

The applicant or any Person of Record may file a written appeal of the Planning Board's decision with the District Council within 30 days after the date of this final notice (**May 19, 2026**) of the Planning Board's decision, pursuant to Section 27-280 of the prior Zoning Ordinance.

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

Very truly yours,
Sherri Conner, Planning Division Chief
Development Review Division

By: *Te-Sheng Huang*
Reviewer

Attachment: PGCPB Resolution No. **2026-022**

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

PGCPB No. 2026-022

File No. CSP-24001

R E S O L U T I O N

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

WHEREAS, on February 13, 2025, the applicant, Southern Hills LLC, submitted an application for approval of a conceptual site plan, entitled Southern Hills; and

WHEREAS, the subject property is within the Residential, Multifamily-20 (RMF-20) and Residential, Single Family-65 (RSF-65) Zones; and

WHEREAS, pursuant to Section 27-1903(b) of the Zoning Ordinance, for property in the RMF-20 and RSF-65 Zones, an applicant was allowed to elect to apply for a conceptual site plan (CSP) pursuant to the requirements of the Zoning Ordinance in existence prior to April 1, 2022 ("prior Zoning Ordinance") and the property's prior zoning, provided that such CSP application was accepted for review on or before April 1, 2025; and

WHEREAS, prior to April 1, 2022, the subject property was within the prior Mixed Use-Transpiration Oriented (M-X-T), Multifamily Medium Density Residential (R-18), One-Family Detached Residential (R-55), and Development District Overlay (D-D-O) Zones; 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 April 23, 2026, regarding Conceptual Site Plan CSP- 24001 for Southern Hills, the Planning Board finds:

1. **Request:** This conceptual site plan (CSP) is for a mixed-use development consisting of 980 multifamily dwelling units, 150 senior housing units, 168 townhouse units, and approximately 45,000 square feet of commercial/retail and medical office space. Pursuant to Section 27-548.26(b) of the prior Prince George's County Zoning Ordinance, the applicant also requests an amendment to the Development District Overlay (D-D-O) Zone use table to permit multifamily and townhouse uses within the Multifamily Medium Density Residential (R-18)/ D-D-O and One-Family Detached Residential (R-55)/D-D-O Zones, to be developed according to the Mixed Use-Transportation Oriented (M-X-T) Zone regulations.
2. **Development Data Summary:**

	EXISTING	EVALUATED
Zone(s)	RMF-20/RSF-65	M-X-T/R-18/R-55/D-D-O
Use(s)	Solar array, single-family detached residential, and vacant	Residential, commercial/retail, and medical office
Gross Tract Acreage	85.4	85.4*

	EXISTING	EVALUATED
Floodplain Acreage	0.56	0.56
Net Tract Acreage	84.84	84.84*
Total Gross Floor Area (sq. ft.)	-	1,917,200**
Nonresidential GFA	-	45,000***
Residential GFA	-	1,872,200**
Total Residential Dwelling Units	-	1,298
Multifamily Units	-	1,130****
Townhouse Units	-	168

Notes: *A condition is included herein requiring the applicant to revise the gross tract area and net tract area of the subject site, in General Note 2. Approximately 1.43 acres were zoned R-55/ Development District Overlay (D-D-O), and 0.2 acre was zoned R-18/D-D-O.

**A condition is included herein requiring the applicant to add the square footage of the residential use and the total development to the general notes.

***Since the approved uses will include a “medical office,” a condition is included herein requiring the applicant to revise General Note 12 to reflect the gross floor area (GFA) for all nonresidential uses, rather than commercial/retail uses only.

****Among the 1,130 multifamily units, 150 units will be intended for senior housing units.

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

Base Density Allowed:	0.40 FAR
Residential Optional Method:	1.00 FAR
Total FAR Permitted:	1.40*
Total FAR Approved:	0.52**

Notes: *Pursuant to Section 27-545(a)(1) of the prior Zoning Ordinance, under the optional method of development, greater densities shall be granted in increments of up to a maximum floor area ratio (FAR) of 8.0 for each of the uses, improvements, and amenities (listed in Subsection (b)) which are provided by the developer, and are available for public use. Section 27-545(b)(4) of the prior Zoning Ordinance states that an additional GFA (equal to a FAR of 1.0) shall be permitted where 20 or more dwelling units are provided. The subject application includes 1,298 dwelling units. Utilizing the residential optional method, the total FAR permitted is 1.40.

**The total approved GFA of the project is 1,917,200 square feet, which results in a FAR of approximately 0.52.

3. **Location:** The subject site is in Planning Area 76A and Council District 7. Geographically, it is located on the south side of Southern Avenue, and the north and south sides of Wheeler Hills Road.
4. **Surrounding Uses:** The subject property is bounded on the west by a vacant building with a surface parking area and vacant properties located in the Residential, Multifamily-20 (RMF-20) Zone (formerly the M-X-T and D-D-O Zones). To the north are rental apartment buildings and a senior apartment building in the RMF-20 (formerly the M-X-T, R-18, and D-D-O) Zone, as well as vacant properties in the Neighborhood Activity Center (NAC) Zone (formerly the M-X-T and D-D-O Zones). To the east of the subject property are a church and single-family detached dwellings in the Residential, Single-Family-65 (RSF-65) Zone (formerly the R-55 Zone). To the south are a rehabilitation center in the RSF-65 (formerly R-55) Zone and open space owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC), located in the Reserved Open Space (ROS) Zone (formerly the R-O-S and D-D-O Zones).
5. **Previous Approvals:** Preliminary Plan of Subdivision (PPS) 4-92057 was approved by the Prince George's County Planning Board on October 15, 1992 (PGCPB Resolution No. 92-265), for two parcels and two outlots in support of development of a 10,000-seat church. However, the church was never developed, and the two parcels were ultimately platted as one parcel (Parcel A). Since the subject CSP application represents a change from nonresidential to residential development, the approval of PPS 4-92057 cannot be utilized to support this new development, and its 18 conditions of approval are not relevant to the review of this CSP.

The majority of the property is within the prior M-X-T and D-D-O Zones, as designated by the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (sector plan and SMA), as adopted in Prince George's County Council Resolution CR-10-2014. The same sector plan and SMA maintained the portions of the property referred to as Parcel 9, Parcel 50, and Lot 1 in the R-18, R-55, and R-55 Zones, respectively, but also placed these properties in the D-D-O Zone.

Mandatory Referral MR-1909F was reviewed by the Planning Board on July 25, 2019, for development of a solar array on a portion of the subject property.

6. **Design Features:** The subject property is located along Wheeler Hills Road, which runs in an east-west direction through the center of the site, with the property encompassing land on both the north and south sides of the roadway. A portion of the subject property, which fronts Southern Avenue, is planned for commercial uses and multifamily dwelling units for senior housing. A condition is included herein requiring the applicant to label the location of medical office use on the plan because it is one of the approved uses. Access to the uses on this portion of the property will be from both Southern Avenue and Wheeler Hills Road.

The remaining portion of the subject property will be accessed from Wheeler Hills Road, until the future roadway connections to Southern Avenue Metro Station to the north and Wheeler Road to the south are developed. The submitted CSP shows: two portions of the property, located south of Wheeler Hills Road, are planned for a mix of multifamily units and townhouses; and two portions of the property, located north Wheeler Hills Road, are planned for multifamily units only.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:** The sector plan and SMA recommends Residential-Medium, Residential-High, Flexible and Public and Private Open Space land uses on the subject property (Figure 16, Future Land Use Plan, page 42). The sector plan describes the use as: “Flexible is a new future land use category that allows for office or high-density residential or storefront retail forms and uses. Flexible is distinguished from mixed use in that it can be a single land use of the three allowed uses, rather than a vertical or horizontal mix, or it can be mixed if the market supports it” (page 41).

The vision for the sector plan is, “Strong demand for transit-accessible and walkable neighborhoods brings new development to the Southern Green Line in Prince George’s County...The substantial infill development within walking distance of the stations changes the atmosphere to one safer for pedestrians. Sidewalks are the focus of neighborhood life. A dedicated public works program is started to improve and construct pedestrian and trail facilities in older post-war neighborhoods near the stations. The program helps bring Complete Street amenities and new vibrant streetscapes to the area’s commercial corridors. This important first step to creating real transit-oriented development (TOD) would be accomplished through the sustained effort of County, state, and federal partners. Placemaking urban design amenities, including small urban parks and plazas near the stations, help to create new space for community life organized around walking” (page 37).

A portion of the subject site is located in the half-mile buffer of the Southern Avenue Metro Station (Figure 4, Sector Plan Boundary-2009 Aerial, page 11). Portions of the site are identified as both Major and Secondary TOD Opportunity Sites (Figure 14, page 38). Figure 88, Southern Avenue TOD Opportunities and Challenges (page 169), identifies all of the parcels in the CSP except for those zoned R-55 as “Existing Opportunities.” The Southern Avenue Illustrative Development Concept (Figure 89, page 172) envisions residential land uses on major portions of the subject property, the parkway connection from Southern Avenue to Wheeler Road, and parks and trails on environmentally sensitive slopes and streams adjacent to or on the subject property. The Southern Avenue Districts and Illustrative Development Program Concept (Figure 90, page 174) envisions “Hilltop Village,” “Wheeler Corner,” and “Wheeler Park” districts on portions of the subject property. Although the D-D-O Zone was imposed by the Prince George’s County District Council through the SMA (CR-10-2014), no specific development standards are provided for the subject property.

8. **Prince George’s County Zoning Ordinance:** The subject CSP has been reviewed for compliance with the requirements of the M-X-T, R-55, R-18, and D-D-O Zones and the site design guidelines of the prior Zoning Ordinance.
- a. The uses permitted at the subject property are the same as those permitted in the M-X-T, R-55, and R-18 Zones, except as modified by the D-D-O Zone use table adopted with CR-10-2014. The approved residential, commercial/retail, and medical office uses comply with the M-X-T, R-55, and R-18 Zones, as modified by the use table adopted

with CR-10-2014; however, the approved “townhouses” and “multifamily dwelling” uses are not permitted on the R-55/D-D-O zoned portion of the property. Pursuant to Section 27-548.26(b) of the prior Zoning Ordinance, the applicant requests a change to the list of allowed uses, to permit townhouses and multifamily dwellings and to modify the development standards applicable to the area zoned R-55/D-D-O and R-18/D-D-O, which is discussed below. According to the submitted CSP, the small area zoned R-18/D-D-O is planned for open space use only.

Section 27-547(d) of the prior Zoning Ordinance requires at least two out of the following three categories of uses be present in every development in the M-X-T Zone:

Section 27-547(d)

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

The subject development will include commercial/retail, office, and residential uses because the applicant plans to develop 1,298 residential dwelling units (including 980 multifamily dwelling units, 150 senior housing units, 168 townhouse units) and approximately 45,000 square feet of commercial/retail and medical office space. The subject development meets the requirement for the provision of at least two categories.

- b. The subject CSP is in conformance with Section 27-548.26(b), which addresses the property owner’s right to request a change to the list of allowed uses for the subject property:

(b) Property Owner.

- (1) Notwithstanding the provisions of subsection (a), above, a property owner may request that the District Council amend development requirements for the owner’s property, as follows:**

(B) An owner of property in the Development District may request changes to the underlying zones or the list of allowed uses, as modified by the Development District Standards.

- (i) A request for changes to the underlying zone or list of allowed uses may include requested amendments to the applicable Development District Standards for the applicable D-D-O Zone.**

- (ii) In determining whether to approve such amendments to the Development District Standards, the District**

Council shall find that the amended standards will benefit the proposed development, will further the purposes of the applicable Development District, and will not substantially impair implementation of any applicable Master Plan or Sector Plan.

The applicant filed this CSP to request an amendment to the D-D-O Zone use table for Parcel 50 (0.42 acre), Lot 1 (0.67 acre), and a small portion of Parcel A (0.34 acre) zoned R-55/D-D-O, along with Parcel 9 zoned R-18/D-D-O, in order to permit both multifamily and townhouse uses. Since there are no development guidelines or regulations under the R-18/D-D-O and R-55/D-D-O Zones for multifamily and townhouse uses, the applicant also requests to amend the use table to state that townhouses and multifamily dwellings in the R-18/D-D-O and R-55/ D-D-O Zones may be developed according to the regulations of the M-X-T Zone.

Section 27-548.26(b)(5) of the prior Zoning Ordinance states that, in approving an application to change the allowed uses as modified by development district standards, the District Council must find that “the proposed development conforms with the purposes and recommendations for the Development District, as stated in the Master Plan, Master Plan Amendment, or Sector Plan, meets applicable site plan requirements, and does not otherwise substantially impair the implementation of any comprehensive plan applicable to the subject development proposal.”

As discussed in Finding 7 above, the D-D-O Zone has no development standards or guidelines for the Southern Avenue Metro Station area. Nonetheless, the sector plan and SMA envisions a small-grid, complete streets road and block structure for the majority of the subject property that is to be developed with residential land uses (Figure 92: Southern Avenue Illustrative Urban Design Concept, page 176).

The applicant provided a statement of justification (SOJ), dated January 7, 2026, with information demonstrating that the requested use conforms with the purposes and recommendations of the sector plan and noted that the area in which the uses are requested comprises less than two percent of the land assembled by this CSP (pages 42 to 46). Page 33 of the sector plan notes, “[T]he primary goal of the plan is to promote a pattern of TOD at the four Metro stations on the Southern Green Line.” The higher population density promoted by townhouses and multifamily dwellings, as opposed to single-family dwellings, within the R-18 and R-55 Zones, will advance the sector plan’s goals, including increased transit ridership and a diverse mix of housing types that appeal to young families, senior citizens, and professionals. Furthermore, applying M-X-T Zone regulations to these uses will facilitate a cohesive and integrated development that aligns with the sector plan’s overall vision for the subject property. As such, the Planning Board finds that the requested changes to the use table satisfy the goals of the sector plan, will benefit the approved development, will further the purposes of the D-D-O Zone, and will not substantially impair implementation of the sector plan.

- c. Section 27-548 of the prior Zoning Ordinance, M-X-T Zone Regulations, establishes additional standards for development in this zone. The CSP's conformance with the applicable provisions is discussed as follows:

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—8.0 FAR.**

The subject CSP application is approved for an approximately 0.52 FAR, which is discussed in Finding 2 above. However, this project can be developed up to the maximum allowed 1.40 FAR, in accordance with Section 27-545(b)(4) of the prior Zoning Ordinance, Optional Method of Development, which allows an additional FAR of 1.0 on top of the base 0.4 FAR to be permitted, where 20 or more dwelling units are included. The subject CSP consists of 1,298 residential dwelling units and approximately 45,000 square feet of commercial/retail and medical office space, and the approved FAR is in conformance with the maximum allowed.

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

The subject development includes residential, commercial/retail, and medical office uses in multiple buildings, on more than one parcel and lot, as permitted.

(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.

This requirement is not applicable, since this application is for a CSP. Subsequent detailed site plan (DSP) approvals will provide regulations for development on this property.

(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 use.

The development is subject to the requirements of the 2010 *Prince George's County Landscape Manual*. The submitted conceptual landscape plan (Sheet L-1)

shows the location of the planned landscaping, which will be further evaluated at the time of DSP. 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 and interior incompatible land uses, at the time of DSP.

- (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 total GFA of the subject development is 1,917,200 square feet on the 85.4-acre property. Therefore, the FAR for the development is approximately 0.52. This will be refined further at the time of DSP, relative to the final planned GFA of the development, in conformance with this requirement.

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

This requirement is not applicable to the subject CSP because there are no private structures within the air space above, or in the ground below public rights-of-way, as part of this development.

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

The submitted CSP (Sheet C-3) shows the overall development is accessed by Southern Avenue, Wheeler Road, Wheeler Hills Road, and a planned network of public streets. Individual single-family attached (townhouse) residential lots will be served by future planned private streets. At the time of PPS, the use of private streets, as well as appropriate frontage and vehicular access for all lots and parcels, will be analyzed in accordance with prior Subtitle 24 of the Prince George's County Code.

- (h) **Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction**

of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group (even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous

plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

This regulation is not applicable because the subject application is a CSP. At the time of PPS and DSP, conformance with these specific townhouse requirements will be further reviewed when more detailed information is available.

- (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.**

This requirement is not applicable because the subject application is a CSP. The maximum height of multifamily buildings will be further evaluated at the time of DSP, to ensure compliance with this regulation.

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

This regulation is not applicable to the subject property. Although the site was rezoned to the M-X-T Zone after October 1, 2006 (Council Resolution CR-10-2014), there was no comprehensive land use planning study conducted by technical staff prior to initiation.

- d. 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 CSP in the M-X-T Zone, as follows:

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

The approved development is in conformance with the purposes of the M-X-T Zone, as stated in Section 27-542(a) 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 CSP promotes the orderly development of land through an approved mixed-use development that is located in the vicinity of the Southern Avenue Metro Station. The development will contribute to a desirable living opportunity for County residents.

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

The sector plan and SMA recommends “Residential-Medium, Residential-High, Flexible and Public and Private Open Space” land uses on the subject property (Figure 16, Future Land Use Plan, page 42). The applicant seeks a mixed-use development consisting of a range of residential dwellings, commercial/retail and medical office space, and open space. The submitted conceptual layout shows the location of the approved residential and nonresidential uses and pedestrian and vehicular circulation within the subject site that connects to the regional roadway network. The proposal conforms to the vision of the sector plan and takes advantage of the proximity to the Southern Avenue 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 CSP application takes full advantage of the development potential inherent in the M-X-T Zone by proposing a mixed-use development with multifamily dwelling units, senior housing units, townhouse units, and commercial/retail and medical office space. In

addition, the development is located less than one mile from the Southern Avenue Metro Station.

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

The subject CSP seeks to create a compact, mixed-use, walkable community enhanced by a mixture of nonresidential and residential uses on the site, with associated open spaces. The development is also located in proximity to United Medical Center along Southern Avenue, a small shopping area at the intersection of Southern Avenue and Southview Drive, and less than one mile from the Southern Avenue Metro Station. The location of the approved development, in proximity to nearby uses, will support the reduction of auto use. Existing bus stops, in the vicinity of the subject property, further promote optimum and effective use of transit; thereby, reducing reliance on private vehicles. A condition is included herein requiring the applicant to label the location of the existing bus stops around the subject site on the site plan.

- (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 applicant seeks to introduce a mix of nonresidential and residential uses on the property. Future residents of the development are expected to generate on-site activity during morning, afternoon, and evening peak hours and are anticipated to support local businesses both during and after the workday. A recently approved development, known as The Promise, under DSP-25006, will further contribute new housing and commercial uses to the area, helping to initiate a transit-oriented, active residential community with a functioning retail component. Collectively, these developments will support a vibrant, 24-hour environment.

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

The CSP includes a horizontal mix of land uses within several buildings. The submitted CSP indicates that the parcel fronting Southern Avenue will be developed with nonresidential uses and senior housing units, while multifamily dwellings will be located near the Southern Avenue Metro Station. A mix of multifamily and townhouse units is approved for areas farther from Southern Avenue and the Metro station. Therefore, the

Planning Board does not recommend a vertical mix of land use for the subject development.

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

The mixture of nonresidential and residential uses approved with this CSP intends to create dynamic, functional relationships among individual uses within the subject site. The housing types include senior housing, multifamily dwellings, and townhouse units to support the different needs of County residents. The details of functionality, visual character, and identity will be further evaluated at the time of DSP, when more information and details are available.

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

The CSP promotes optimal land use planning by concentrating approved multiuse development near existing and planned roadways and in close proximity to the Southern Avenue Metro Station. In doing so, the CSP preserves significant sensitive environmental areas along Barnaby Run. The stormwater management (SWM) concept plan also indicates that the subject development will be designed with environmental site design (ESD) strategies, including submerged gravel wetlands, swales, rainwater harvesting, and micro-bioretenion facilities. This will be further evaluated at the time of PPS and DSP, when the adequacy of public facilities is evaluated and more information and details of the approved development are available.

(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 was created to allow flexibility to respond to the changing market. This project is in line with that purpose. Specifically, the approved mixture of nonresidential and residential uses will not only bring new residents, but also promotes economic vitality and additional investment to the area.

(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.

This CSP includes a mix of uses and dwelling types that are conducive to allowing varied architecture and planning. When architectural elevations and details are available at the time of DSP, architectural design for this development will be further evaluated.

- (2) **For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

The subject property was placed in the M-X-T Zone by the approval of the sector plan, after October 1, 2006. However, the sector plan and SMA has no standards or guidelines for the Southern Avenue Metro Station area, but includes policy statements and recommendations for this area (pages 173 through 176).

Policy Statements 1 and 2, regarding streets, blocks, and urban design features, and which are relevant to the subject development, “Encourage the design of a high-value master planned residential neighborhood off Wheeler Hills Road based on small blocks, an interconnected grid of streets, and complete street principles,” and “Work with a private master developer to create two boulevard streets using the existing Wheeler Hills Road right-of-way, and a spur connecting north to Southern Avenue,” respectively. Policy Recommendation 2, for future land use, states “Designate undeveloped property to the north and south of Wheeler Hills Road for medium-density residential use, including the immediate frontage to a depth of 100 feet on the south side and at the bottom of steep slopes from Wheeler Road to the edge of M-NCPPC property and a recommended roadway.” The submitted CSP includes small blocks with an interconnected grid of streets, as well as future connections to Southern Avenue to the north, and Wheeler Road to the south. While a mixture of commercial/retail, medical office, and senior housing uses is located in the portion of the site fronting Southern Avenue, the medium-density residential use (i.e., multifamily dwellings and townhouses units) is located to the north and south of Wheeler Hills Road. The approved development conforms to these recommendations and will be further evaluated, at the time of DSP review, when more detailed information is required.

- (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 submitted CSP shows the conceptual location of commercial/retail space, a medical office, and a mixture of residential units across the site that are either physically or visually integrated with existing adjacent development, via the planned roadway system. Commercial/retail space and a medical office, along with senior housing, are located along Southern Avenue, while multifamily

dwellings and townhouse units are located on the north and south sides of Wheeler Hills Road. In this manner, the approved development will have outward orientation towards existing and planned streets. At the time of DSP, the applicant must provide details of building materials, architectural design, and landscaping to address and evaluate the relationship between the approved development and the streets, neighboring development, and other urban design considerations.

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

The existing and approved development in the surrounding area includes a range of housing types (including owner-occupied housing, rental units, and senior housing) and some commercial/retail space. The approved development, which includes a mixture of commercial/retail space, a medical office, multifamily dwellings, and townhouse units, will be compatible with the surroundings.

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

The subject CSP includes a mix of nonresidential and residential uses. The arrangement and design of buildings, associated improvements, and the provision of public amenities are intended to reflect a cohesive development capable of sustaining a high-quality, stable, and independent environment over time. The submitted CSP also identifies the location of multiple potential recreation areas to serve the approved residential units. The uses included in the CSP are designed to be complementary, supporting one another while providing services to the surrounding area. Specific details regarding the arrangement and design of buildings will be further evaluated at the time of DSP.

(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 timing of the approved development and the sequencing of uses will be further evaluated at the time of subsequent applications. To the extent that development is anticipated to be implemented in phases, each phase will be designed to function as a self-sufficient entity.

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

The conceptual circulation plan submitted with this CSP shows sidewalks on both sides of the existing and planned roads, which form a pedestrian network

throughout the site. Per page 29 of the SOJ, the applicant also intends to provide pedestrian connectivity directly to the Metro station through continued collaboration with Washington Metropolitan Area Transit Authority (WMATA). The Planning Board finds the conceptual circulation to be sufficient and meets the required findings per Section 27-546(b)(7) of the prior Zoning Ordinance, which examines “physical and functional relationship of the project uses and components” within the M-X-T Zone.

- (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**

This requirement is not applicable because the subject application is a CSP. It will be reviewed at the time of DSP.

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

The subject property was rezoned to the M-X-T Zone, through a sectional map amendment (Council Resolution CR-10-2014). A full traffic impact study, dated November 10, 2025, was submitted with the subject CSP application. The traffic study was referred to the Prince George’s County Department of Public Works and Transportation and the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE).

The subject property is located within Transportation Service Area 1, as defined in the 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035). As such, the subject property is evaluated according to the following standards:

Links and Signalized Intersections

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

Unsignalized Intersections

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

For two-way stop-controlled intersections, a three-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if the delay exceeds 50 seconds; (c) if the delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed and the standard of CLV is 1,150 or less.

For all-way stop-controlled intersections, a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if the delay exceeds 50 seconds, the CLV is computed and the standard of CLV is 1,150 or less.

Trip Generation

The table below summarizes new trip generation for each peak period that will be used in reviewing site traffic generated impacts and developing a trip cap for the site.

Trip Generation Summary								
Land Use	Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Shopping Plaza	45,000	Sq. ft.	45	27	72	105	109	214
40% pass-by			-18	-11	-29	-42	-44	-86
Primary Retail Trips			27	16	43	63	65	128
Senior Adult Housing - Multifamily	150	units	8	12	20	15	9	24
Apartments	980	units	102	408	510	382	206	588
Townhouses	168	units	24	94	118	87	47	134
Total Residential Trips			134	514	648	484	262	746
-15% transit credit			-20	-77	-97	-73	-39	-112
Primary Residential Trips			114	437	551	411	223	634
Trip Cap Recommendation			594			762		

The traffic generated by the approved development will impact the following intersections in the transportation system:

1. Southern Avenue and Wheeler Road (signalized)
2. Wheeler Road and Wheeler Hills Road (unsignalized)
3. Wheeler Road and Iverson Street (unsignalized)
4. Wheeler Road and Iverson Place (signalized)
5. Wheeler Road and Owens Road (unsignalized)
6. Wheeler Road and St Barnabas Road (signalized)
7. Southern Avenue and 13th Street SE (signalized)

Existing Traffic

The critical intersections identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	1. Southern Avenue and Wheeler Road (signalized)	1028	993	B
2. Wheeler Road and Wheeler Hills Road (unsignalized)	33.2 sec	35.4 sec	Pass	Pass
3. Wheeler Road and Iverson Street (unsignalized) <i>Step 2 – minor street volume</i> <i>Step 3 – CLV test</i>	116.8 sec >100 veh 910	61.8 sec <100 veh	Pass	Pass
4. Wheeler Road and Iverson Place (signalized)	1111	929	B	A
5. Wheeler Road and Owens Road (unsignalized) <i>Step 2 – minor street volume</i> <i>Step 3 – CLV test</i>	>500 sec >100 veh 1183	239.7 sec <100 veh	Fail	Pass
6. Wheeler Road and St. Barnabas Road (signalized)	1532	1142	E	D
7. Southern Avenue and 13th Street SE (signalized)	515	504	A	A
In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Background Traffic

The traffic analysis identified one background development whose impact would affect study intersections. In addition, an annual growth of one percent over six years was applied. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
	1. Southern Avenue and Wheeler Road (signalized)	1179	1162	C
2. Wheeler Road and Wheeler Hills Road (unsignalized)	41.5 sec	46.6 sec	Pass	Pass
3. Wheeler Road and Iverson Street (unsignalized) <i>Step 2 – minor street volume</i> <i>Step 3 – CLV test</i>	178.4 sec >100 veh 981	99.3 sec <100 veh	Pass	Pass
4. Wheeler Road and Iverson Place (signalized)	1175	1008	C	B
5. Wheeler Road and Owens Road (unsignalized) <i>Step 2 – minor street volume</i> <i>Step 3 – CLV test</i>	>500 sec >100 veh 1254	392.3 sec <100 veh	Fail	Pass
6. Wheeler Road and St. Barnabas Road (signalized)	1556	1469	E	E
7. Southern Avenue and 13th Street SE (signalized)	602	589	A	A
In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				

Total Traffic

The study intersections, when analyzed with total developed future traffic, operate as shown below:

TOTAL TRAFFIC CONDITIONS					
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)		Adequacy Met
	1. Southern Avenue and Wheeler Road (signalized)	1440	1558	D	
2. Wheeler Road and Wheeler Hills Road (unsignalized) <i>Step 2 – minor street volume</i> <i>Step 3 – CLV test</i> <i>With Westbound Lane improvement</i>	>500sec >100 veh 1400 921	>500 sec >100 veh 1080 1080	Fail	Pass	Mitigated
3. Wheeler Road and Iverson Street (unsignalized) <i>Step 2 – minor street volume</i> <i>Step 3 – CLV test</i>	>500 sec >100 veh 1051	437.4 sec <100 veh	Pass	Pass	Yes
4. Wheeler Road and Iverson Place (signalized)	1238	1094	C	B	Yes
5. Wheeler Road and Owens Road (unsignalized) <i>Step 2 – minor street volume</i> <i>Step 3 – CLV test</i>	>500 sec >100 veh 1389	>500 sec <100 veh	Fail	Pass	Mitigated
6. Wheeler Road and St. Barnabas Road (signalized) <i>With improvements</i>	1631 1499	1553 1462	Fail Pass	E E	Mitigated
7. Southern Avenue and 13th Street SE (signalized)	737	757	A	A	Yes
In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as “+999” suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.					

The analysis shows that all critical intersections will operate at acceptable levels, except Intersection No. 2, Wheeler Road and Wheeler Hills Road; Intersection No. 5, Wheeler Road and Owens Road; and Intersection No. 6, Wheeler Road and St. Barnabas Road, which indicate failing levels in all conditions.

The applicant recommends the following mitigation:

1. Intersection No. 2, Wheeler Road and Wheeler Hills Road:
 - a. Conduct signal warrant analysis per the 2022 *Transportation Review Guidelines*.

- b. As an alternative, construct an additional westbound lane to serve as a thru/right lane.
2. Intersection No. 5, Wheeler Road and Owens Road:
 - a. Conduct signal warrant analysis per the 2022 *Transportation Review Guidelines*.
3. Intersection No. 6, Wheeler Road and St. Barnabas Road:
 - a. Construct an additional lane along the eastbound approach to serve as a thru/left lane, resulting in a double left movement.

The approved improvements and signal warrant analysis meet the requirements of adequacy and will be subject to approval by the permitting and operating agencies. With the applicant's recommended mitigation, the Planning Board finds that transportation facilities will be adequate to carry anticipated traffic for the approved development.

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

This requirement is not applicable because the subject application is a CSP. It will be evaluated at the time of DSP for this project.

- (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 measures approximately 85.4 acres and does not meet the above acreage requirement. Furthermore, this CSP is not being developed as a mixed-use planned community. Therefore, this requirement is not relevant to the subject project.

- e. Section 27-274(a) of the prior Zoning Ordinance provides the design guidelines related to CSPs, as follows:

(1) General.

(A) The Plan should promote the purposes of the Conceptual Site Plan.

The approved development is in conformance with the general and specific purpose of a CSP, in accordance with Section 27-272 of the prior Zoning Ordinance. Specifically, the mixed-use development will be based on the underlying zone, the site design guidelines, and the principles for orderly, planned, efficient, and economic development contained in Plan 2035, the sector plan, and other applicable plans.

The subject CSP application shows the relationship between residential and nonresidential uses within the approved development, as well as the relationship between on-site uses and adjacent properties, while also taking advantage of the site's proximity to the Southern Avenue Metro Station. The CSP also illustrates approximate locations of the approved commercial/retail space, medical office, and a range of housing types and other physical features. The associated plans, including Type 1 Tree Conservation Plan TCP1-001-2025 and Natural Resources Inventory NRI-037-2024, illustrate general grading, woodland conservation areas, preservation of regulated environmental features (REF), planting, sediment control, and SWM concepts to be employed in any final design for the site. The submitted CSP also shows a potential location for recreational facilities. These details will be further evaluated at the time of DSP.

(2) Parking, loading, and circulation.

(A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:

- (i) Parking lots should generally be provided to the rear or sides of structures;**
- (ii) Parking spaces should be located as near as possible to the uses they serve;**

- (iii) Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;**
- (iv) Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and**
- (v) Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.**

The submitted CSP shows the potential location of residential and nonresidential uses within the subject site. However, precise parking locations are not required to be shown at the time of CSP. Parking will be designed to minimize any conflict with pedestrians and to be located as near as possible to the uses they serve. Conformance to this regulation will be further evaluated at the time of DSP.

- (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:**
 - (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**
 - (ii) Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**

This regulation will be evaluated at the time of DSP when information related to the exact location and screening of loading areas is available.

- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**
 - (i) The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**

- (ii) Entrance drives should provide adequate space for queuing;**
- (iii) Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
- (iv) Parking areas should be designed to discourage their use as through-access drives;**
- (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
- (vi) Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
- (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;**
- (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;**
- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.**

The submitted CSP illustrates both the existing and planned streets, each featuring pedestrian sidewalks on both sides. Exhibit 3, submitted with this CSP, further depicts how vehicular and pedestrian circulation within the subject site connects to the surrounding area, including the properties bisecting the site that are owned by the State of Maryland and M-NCPPC, the adjacent development approved with DSP-25006 known as The Promise, and a planned future connection to the Southern Avenue Metro Station. Page 22 of PGCPB Resolution No. 2025-108 for DSP-25006 notes, "In alignment with the Sector Plan goals above, the Planning Board finds that Hillspire Way shall continue to a 'stub' along the southeast side of the site, to allow for a future vehicular and pedestrian connection between these two mixed use communities, along

with any necessary easement or covenants.” To that end, the Planning Board conditioned approval of DSP-25006 on the provision of “a cross-access easement or covenant and crosswalk establishing pedestrian cross-access” to the subject property. A condition is included herein requiring the applicant to depict a bicycle and pedestrian connection on the site plan that coincides with the approved alignment for said connection in DSP-25006. Based on the foregoing, the CSP also demonstrates a clear separation between vehicular and pedestrian circulation, to minimize potential conflicts between the two. Conformance to this regulation will be further evaluated at the time of DSP.

(3) Lighting.

(A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site design’s character. To fulfill this goal, the following guidelines should be observed:

- (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;**
- (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;**
- (iii) The pattern of light pooling should be directed on-site;**
- (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;**
- (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and**
- (vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.**

Conformance with this regulation will be evaluated at the time of DSP, when a photometric plan with light details is available, to ensure adequate illumination throughout the entire development.

(4) Views.

(A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.

The submitted conceptual landscape plan shows the layout will accommodate the requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual) throughout the site.

Landscaping is planned to be provided along the subject site's Wheeler Hills Road frontage and planned streets. This concept will be evaluated at the time of DSP, when more details are available to ensure site design techniques are incorporated to preserve, create, or emphasize scenic views from public areas.

(5) Green Area.

(A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:

- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
- (ii) Green area should link major site destinations such as buildings and parking areas;**
- (iii) Green area should be well-defined and appropriately scaled to meet its intended use;**
- (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
- (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
- (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
- (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

The submitted CSP illustrates green area located along the perimeter of the site, to provide screening and privacy, as well as enhance the physical and visual character of the site. In particular, the sensitive environmental areas along Barnaby Run are being preserved and will remain wooded. Multiple recreational areas and open spaces are incorporated throughout the subject property to support the approved residential development. These areas are designed to be visible and accessible and will be buffered with landscaping. A condition is included herein requiring the applicant to add a location of recreational facilities within the area planned for senior housing on the site plan. The requirement will be further evaluated at the time of DSP.

- (B) The application shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

The subject property contains regulated environmental features (REF) in the form of streams, wetlands, and their associated buffers, as defined in Section 24-101(b)(27) of the prior Prince George's County Subdivision Regulations. The REF on the subject property have been preserved and/or restored, to the fullest extent possible, as discussed in the Referral Comments section below.

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:**
- (i) The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;**
 - (ii) The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;**
 - (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
 - (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**

- (v) Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;
- (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and
- (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.

The submitted CSP shows multiple locations of recreational facilities and open spaces to be planned for a range of residential dwellings. These areas will be visible and accessible to future residents and will not obstruct pedestrian circulation. The design and type of amenities, however, will be discussed and evaluated at the time of DSP, to ensure the visual unity of the site, as well as to accommodate individuals with disabilities, and should be appropriately scaled for user comfort.

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:**
 - (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;
 - (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;
 - (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;
 - (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and
 - (v) Drainage devices should be located and designed so as to minimize the view from public areas.

The subject property includes areas of steep slopes in several locations and will require grading to support the approved development. Information related to grading will be further evaluated in the subsequent review processes, to minimize environmental impacts to the extent practicable.

(8) Service Areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

- (i) Service areas should be located away from primary roads, when possible;**
- (ii) Service areas should be located conveniently to all buildings served;**
- (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and**
- (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.**

Service areas often refer to loading spaces and dumpsters. The intent of the subject development is to locate these areas away from primary roads, while remaining conveniently accessible to all buildings served. These areas should be designed to be effectively screened or enclosed with materials compatible with the primary structure. This requirement will be further evaluated at the time of DSP.

(9) Public Spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

- (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
- (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**

- (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
- (iv) Public spaces should be readily accessible to potential users; and**
- (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

The submitted CSP shows a range of urban blocks arranged in a connected street grid and the distribution of the approved commercial/retail space, medical office, and a mixture of multifamily dwellings, townhouse units, and senior housing units. Several open spaces are incorporated throughout the site. Specific details related to building locations and associated improvements will be further evaluated at the time of preliminary plan of subdivision (PPS) and DSP to ensure the proper provision, design, and placement of public spaces.

(10) Architecture.

- (A) 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 unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

The architectural details and building design of the approved development will be examined, at the time of DSP, when more detailed information is available.

(11) Townhouses and Three-Story Dwellings.

- (A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific site conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the site.**

- (B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard design. In a more urban environment, consideration should be given to fronting the units on roadways.**
- (C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.**
- (D) To convey the individuality of each unit, the design of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and materials. In lieu of this individuality guideline, creative or innovative product design may be utilized.**
- (E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.**
- (F) Attention should be given to the aesthetic appearance of the offsets of buildings.**

Conformance with these guidelines will be evaluated at the time of PPS and DSP when the layout of townhouse units and their architectural design and materials are available.

- f. In accordance with Section 27-574 of the prior Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval, at the time of DSP. Adequate visitors' parking for all residential units will need to be addressed at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b) of the prior Zoning Ordinance. At the time of DSP review, demonstration of the sufficiency of planned parking will be required for the development.

- 9. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The site is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat

Conservation Ordinance (WCO) because the property is greater than 40,000 square feet and requires a tree conservation plan. This project is also subject to the 2018 *Environmental Technical Manual* (ETM). Pursuant to Section 25-119(c)(5)(A) of the WCO, the notification letter for this tree conservation plan application was sent on January 9, 2026.

A Type 1 Tree Conservation Plan, TCP1-001-2025, was submitted with this CSP. The total acreage of the CSP limits is approximately 85.4 acres. A 15.63-acre portion of Parcel A, located south of Barnaby Run, is not zoned M-X-T and the applicant has chosen not to include it in the CSP limits. However, tree conservation plans must consider the entire legal limits of properties. The entirety of Parcel A is included in the scope of the TCP1. The total area of the TCP1 is 101.03 acres. Based on the acreage of the prior zoning designations (M-X-T/D-D-O, R-18/D-D-O, and R-55/D-D-O), the properties have a combined minimum woodland conservation threshold of approximately 15.85 percent, or 15.69 acres, which is approved to be met on-site. The total approved clearing is 31.25 acres of woodland. The total woodland conservation required is 46.94 acres, which is approved to be met with 18.93 acres of on-site woodland preservation, 11.99 acres of reforestation, and 16.02 acres of off-site woodland conservation credits. Portions of woodland around existing Stormwater Ponds 2 and 3 are identified as non-credited. These areas shall be revised to be included in the provided on-site woodland conservation. While they lack the minimum width required for conservation areas, they abut areas of primary management area (PMA) which are protected. When considered together, they meet the qualifications to be counted towards meeting the woodland conservation requirement, in accordance with Section 25-122(b)(1)(K) of the WCO. As such, these areas will meet the minimum of 50 feet in width. Technical revisions to the TCP1 are required and are identified as conditions of approval.

The TCP1 is in conformance with “the Countywide Green Infrastructure Plan and subsequent area master plan or sector plan revisions,” per Section 25-121(a)(5) of the WCO, as follows:

2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment

The sector plan contains recommendations in the Environmental Quality and Sustainability section that are applicable to this proposal. The text in **bold** is from the applicable sector plan, and the plain text provides comments on plan conformance.

- **Seeking opportunities to reduce overall energy and resource consumption by promoting the use of more effective, energy efficient indoor and outdoor lighting and air movement systems, and orienting buildings to maximize the potential for solar energy generation, in new development.** (page 52)

The use of green building and energy conservation techniques should be encouraged and implemented to the greatest extent possible. This recommendation will be reevaluated at the time of PPS and DSP, when lotting and development details are available.

- **Continuing to develop stream valleys as a resource for trail connections.** (page 52)

A master-planned trail is identified along the Barnaby Run stream valley; however, only a small portion of this trail overlaps with the boundaries of the CSP. No trail development is currently approved. Therefore, this strategy is not relevant at this stage of the project. This recommendation will be further evaluated by the Prince George's County Department of Parks and Recreation (DPR) with subsequent development reviews.

- **Improving water quality using a variety of approaches appropriate to an urban setting. These should include, but should not be limited to, comprehensive streetscape plans using extensive tree planting, linear urban parks, and median planting; green rooftops; and using site designs that reduce surface runoff and maximize infiltration in all new and redeveloped sites.** (page 52)

The details of landscape plantings are not required at this stage of the project. This development proposal has an approved SWM concept plan which demonstrates conformance with this recommendation. The approved plan shows that the approved ESD techniques used will be submerged gravel wetlands, swales, rainwater harvesting, and micro-bioretenion facilities. Facilities such as green roofs and underground storage facilities are not included. It is of note that the approved SWM plan includes an SWM pond in the vicinity of potential land dedication to DPR. Prior to acceptance of the PPS, a revised SWM concept plan shall be approved that reflects no development on land planned to be dedicated to DPR.

- **Coordinating land development to reduce or mitigate the effects of noise pollution.** (page 52)

This strategy is not relevant at this stage of the project. Noise standards will be further evaluated at the time of PPS and DSP.

- **Protecting, preserving, and enhancing the green infrastructure network and enhancing environmental corridors by focusing development outside the network.** (page 52)

The CSP primarily focuses development outside of regulated area elements of the green infrastructure network. Impacts to regulated areas on Parcel 7 are approved; however, this parcel contains isolated environmental features that do not comprise the PMA. The impacts to REF on Parcel 7 are discussed in the Referral Comments section of this resolution. The CSP approves use of the green infrastructure network as a guide by developing the subject property. Through this design guidance, areas associated with Barnaby Run can be protected. Greater detail regarding the green infrastructure network is discussed below.

The 2000 Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)

The limits of the TCP1 include the entirety of Parcel A. The southern portion of the parcel, which is not subject to the CSP, is subject to the master plan. Since the CSP includes no development on this portion of the property, conformance to this master plan is not discussed at this time.

The 2017 Green Infrastructure Plan

The *Countywide Green Infrastructure Plan* (GI Plan) was approved with the adoption of the *Approved Resource Conservation Plan: A Countywide Functional Master Plan* (Prince George's County Council Resolution CR-11-2017) on March 7, 2017. The site contains regulated and evaluation areas of the GI Plan. The text in **bold** is from the GI Plan, and the plain text provides comments on plan conformance.

POLICY 1: Preserve, enhance, and restore the green infrastructure network and its ecological functions while supporting the desired development pattern of Plan 2035.
(page 49)

The approved M-X-T development utilized Strategies 1.1(a) and 1.2(b) to meet Policy 1. Strategy 1.1(a) is to use “the designated green infrastructure network as a guide to decision-making and using it as an amenity in the site design and development review processes” (page 49). The project contains designated evaluation and regulated areas. Impacts to REF and regulated areas are approved and addressed in the Referral Comments section of this resolution. This impact is supported by the Planning Board. The CSP includes development largely, besides Parcel 7, outside of regulated areas of the GI Plan. Using Strategy 1.2(b), the Barnaby Run stream system in the south of the property is identified as a critical ecosystem, which is approved to be protected by concentrating development closer to Wheeler Hills Road.

POLICY 2: Support implementation of the GI Plan throughout the planning process. (page 50)

The site is subject to the WCO. As such, mitigation for woodland clearing is required with this application. The woodland conservation requirement is approved to be met with a combination of woodland preservation, reforestation, and off-site woodland conservation credits. In accordance with Strategy 2.4 (page 51), no network gaps will be generated and approved woodland conservation, contiguous with the Barnaby Run stream valley, will provide protection and enhancement to this component of the green infrastructure network.

POLICY 5: Improve water quality through stream restoration, stormwater management, water resource protection, and strategic conservation of natural lands.
(page 53)

The approved SWM concept plan shows the use of submerged gravel wetlands, micro-bioretenion devices, swales, and rainwater harvesting to meet the current requirements of ESD to the maximum extent practicable. With the potential of land swap discussed in DPR's referral, in the Referral Comments section of this resolution, an updated SWM concept plan will need to be refined and further evaluated by DPIE. No stream restoration is approved with this CSP. The applicant has utilized Strategy 5.8 (page 54) to meet Policy 5 by placing stormwater structures outside of regulated environmental areas. In addition, water quality will be maintained through the provided areas of on-site woodland conservation in the vicinity of Barnaby Run.

POLICY 7: Preserve, enhance, connect, and restore forest and tree canopy coverage. (page 55)

This site was previously partially cleared and developed for a solar facility. The CSP approved meeting the required woodland conservation requirement through a combination of woodland conservation, reforestation, and off-site woodland conservation credits. The planting of native species, as part of landscaping, is required by the Landscape Manual, in accordance with Strategy 7.2 of the GI Plan (page 55). On-site woodland conservation and landscape plantings can count toward the tree canopy coverage (TCC) requirement for the development; however, TCC requirements will be evaluated with the DSP review.

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." The code, however, is not inflexible.

The authorizing legislation of Prince George's County's WCO is the Maryland Forest Conservation Act, which is codified under Title 5, Subtitle 16 of the Natural Resources Article of the Maryland Code. Section 5-1611 of the Natural Resources Article requires the local jurisdiction to provide procedures for granting variances to the local forest conservation program. The variance criteria in Prince George's County's WCO are set forth in Section 25-119(d). Section 25-119(d)(6) clarifies that variances granted under Subtitle 25 are not considered zoning variances.

A Subtitle 25 variance, dated January 21, 2025, was submitted for review with this application. The approved NRI identifies a total of 52 specimen trees on-site and up to 100-feet off-site. The SOJ requests the removal of 19 specimen trees (ST-1 through ST-3, ST-18 through ST-31, and ST-48 through ST-49) and three off-site trees (ST-32 through ST-34) whose critical root zones (CRZ) are impacted. The location of the trees planned for removal is identified on the submitted TCP1.

The Planning Board supports the removal of ST-1 through ST-3 and ST-18 through ST-31, as requested by the applicant. The Board does not support the removal of ST-48 and ST-49, as requested by the applicant. The Board does not support CRZ impacts to ST-32 through ST-34, as requested by the applicant. Section 25-119(d) contains six required findings, listed in **bold** below, to be made before a variance from the WCO can be granted. An evaluation of this variance request, with respect to the required findings, is provided below.

(A) Special conditions peculiar to the property have caused the unwarranted hardship;

The applicant's SOJ provides that the property's topography necessitates extensive grading where the specimen trees requested for removal are located, to develop the approved transit-oriented mixed-use project. It further notes that certain trees will need to be removed because they are in locations needed for stormwater management facilities.

The Planning Board finds that special conditions, peculiar to the property, would cause an unwarranted hardship were the applicant required to retain Specimen Trees ST-1 through ST-3, ST-18 through ST-21, ST-22 through ST-31. The special conditions present at the subject property are the property's hilly topography, as well as the extensive PMA and REF associated with the Barnaby Run Stream Valley. The PMA and REF are located on the southern portion of the subject property and the overall parcels included in the NRI, totaling 5.7 acres. As shown on the TCP1, the applicant plans to concentrate the approved development away from the PMA and REF and along existing public roads, to avoid the need for additional woodland clearing and grading.

ST-1 through ST-3 and ST-18 through ST-21 are located on Parcels 49 and 51, which front on Wheeler Hills Road. These trees are located towards the road frontage of the property and away from REF and PMA. They are planned to be removed for a multifamily building and/or single-family attached dwellings within the mixed-use development. The Board finds that the multifamily building and/or single-family attached dwellings of the approved development is a significant and reasonable use that cannot be achieved elsewhere on the subject property.

The approved multifamily building and/or single-family attached dwellings of the development is a significant and reasonable use. Specifically, given the proximity of the property to transit, the sector plan recommends that the subject property be developed with "Residential-Medium, Residential-High, Flexible and Public and Private Open Space land uses." The approved multifamily building and/or single-family attached dwellings are in line with this recommendation in that they contribute to the residential medium- to high-density recommended for the subject property.

The multifamily building and/or single-family attached dwellings cannot be moved elsewhere on the subject property without additional variances. Developing the townhomes along Wheeler Hills Road allows for the use of existing roads and infrastructure for access. Conversely, pushing the development deeper into the property, away from the existing roads and utilities would require additional woodland clearing, including woodlands located in closer proximity to REF and PMA. In addition, a large grouping of nine specimen trees is located in the rear of Parcel 51 which limits the space available to develop without requiring a variance. Accordingly, requiring the applicant to retain ST-1 through ST-3 and ST-18 through ST-21 specimen trees on the site would cause the applicant an unwarranted hardship.

ST 22 through ST-31 are all located on Parcel 7, which fronts on both Southern Avenue and Wheeler Hills Road. Parcel 7 is approved to be developed with multifamily dwelling units (age-restricted) and commercial uses. This is a significant and reasonable use that cannot be achieved elsewhere on the subject property. The ability to access the Parcel 7 and develop it as a mixed-use development is significant and reasonable request, particularly the site's proximity to mass transit and the above-cited master plan recommendations.

The approved multifamily dwelling units (age-restricted) and commercial uses cannot be achieved elsewhere on the subject property. Parcel 7 consists of approximately 5.34 acres and is isolated from the protected woodlands and the Barnaby Run stream valley. In addition, the trees are clustered in the center of Parcel 7 and along the frontage of Wheeler Hills Road. The trees are not connected to the protected woodlands along the Barnaby Run stream valley; however, the area does have an isolated wetland. This isolated wetland is identified by the applicant as the result of a clogged pipe beneath Southern Avenue which has been exacerbated by additional water flow runoff from neighboring properties. Additionally, developing multifamily dwelling units and commercial uses on Parcel 7 is optimal because of the existing roads and infrastructure for access. Conversely, pushing the development onto another parcel of the CSP, away from existing roads and utilities, would require additional woodland clearing, including woodlands located in closer proximity to REF and PMA.

As identified in the applicant's SOJ, the existing topography is another special condition peculiar to the property. This topography prevents the applicant from retaining the specimen trees while developing Parcel 7. Specifically, the elevation along Southern Avenue is approximately 150 feet and slopes significantly up towards Wheeler Hills Road, with over 30 feet of elevation gain. The elevation of Wheeler Hills Road is approximately 180 feet. To access the site, grading is required to meet the right-of-way elevation. The grades across the parcel require significant grading to comply with Section 32-151, Site Grades, of the County Code. For example, the maximum slope for parking facilities is seven percent. Due to the unique topographical changes, any development on the site,

including required site infrastructure like parking, requires significant grading to prepare the land for development. Requiring the applicant to retain these ten specimen trees on the site would further limit the area of the site available for development to the extent that it would cause the applicant an unwarranted hardship.

However, the Board finds that special conditions, peculiar to the property, would not cause an unwarranted hardship were the applicant required to reduce the CRZ impact and retain ST-32 through ST-34. The CRZ of these trees are at the edge of the development, away from approved buildings. The limits of disturbance can reasonably be revised in a way to remove the CRZ impact. As noted in the applicant's SOJ, a potential trail connection to the Southern Avenue Metro Station is planned in this area; however, this is a conceptual location, and the details and final alignment are not available at this time. The applicant did not indicate any other special condition present at the property that would create a hardship as it pertains to these trees. In summary there are no special conditions at this time that would prevent the development from being reconfigured to avoid the variance request to remove ST-32 through ST-34.

In addition, the Board finds that there are no special conditions peculiar to the property that would cause an unwarranted hardship were the applicant required to retain specimen trees ST-48 and ST-49. These trees are located outside the scope of the CSP. As noted in the applicant's SOJ the trees are requested for the master plan right-of-way of Iverson Street; however, the location of Iverson Street is conceptual at this time. The applicant does not identify any special condition at the subject property requiring Iverson Street to be aligned in a manner that requires removal of ST-48 and ST-49. Furthermore, the final alignment of the road has not been determined, and the applicant is not proposing to construct road, thus the development can be reconfigured to avoid the variance without causing an unwarranted hardship.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas;

Enforcement of the requirement that all specimen trees be preserved, along with an appropriate percentage of their CRZ, would deprive the applicant of rights commonly enjoyed by others in similar areas. Specifically, the subject property is located approximately one mile from the Southern Avenue Metrorail Station. Due to its location, applicable sector plan recommends that the subject property be developed with flexible mix of uses, including medium to high density residential uses. The property further has been placed in a zone that allows for such development. The approved development is in line with these master plan and zoning recommendations, while preserving the most environmental sensitive areas of the site. Property in similar transit-oriented areas would be permitted to develop in conformance with the applicable sector plan recommendations,

creating a development that balances the need for density around mass transit with ecological concerns.

However, denying the applicant's request to remove specimen trees ST-48 and ST-49 and CRZ impacts to ST 32 through ST-34 would not deprive the applicant rights commonly enjoyed by others in similar areas. Specifically, the applicant has not adequately demonstrated that they would not be able to achieve the approved development, or some key aspect thereof, without removing these trees.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants;

In the submitted variance statement, the applicant states that the applicant is not seeking a special privilege and is intending to proceed with the approved use as allowed by the M-X-T Zone on the property. The necessary site access, access to utilities, and grading required to develop Parcels 49, 51, and 7 is consistent with the rights of other applicants and will not confer on the applicant a special privilege. Not granting the variance would prevent the project from being developed in a functional and efficient manner like other developments of similar size and use. This is not a special privilege that would be denied to other applicants. When other properties contained specimen trees of this species in a similar condition and location on a site, the same considerations were provided during the review of the required variance application.

However, approving the applicant's request to remove specimen trees ST-48 and ST-49 and CRZ impacts to ST 32 through ST-34 would grant a special privilege that would be denied to other applicants. Specifically, at this phase of design, the applicant has not presented adequate evidence that they would not be able to achieve the approved development, or some key aspect thereof, without removing these trees.

(D) The request is not based on conditions or circumstances which are the result of actions by the applicant;

In the submitted variance statement, the applicant states that the unique circumstances impacting the project are a result of previous land uses and natural physical constraints. The request to remove the trees on Parcels 49, 51, and 7 are based solely on the existing topography and the location of the specimen trees in relation to developable portions of the properties which are near the existing street frontage and away from areas of PMA and land protected by DPR.

(E) The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property; and

The applicant's request to remove the specimen trees does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property. Rather, it is based on natural conditions at the subject property.

(F) Granting of the variance will not adversely affect water quality.

The applicant is required to provide SWM controls which will be evaluated by DPIE, with erosion and sediment controls established by the Prince George's County Soil Conservation District (SCD). Granting this variance request will not violate State water quality standards nor cause measurable degradation in water quality. Both SWM and sediment and erosion control requirements are to be met in conformance with State and local laws to ensure that the quality of water leaving the site meets the State's standards. State standards are set to ensure that no degradation occurs. This development proposal has an approved SWM concept plan, which includes the ESD techniques with submerged gravel wetlands, swales, rainwater harvesting, and micro-bioretenion facilities. It is of note that the approved SWM plan includes an SWM pond in the vicinity of potential land dedication to DPR. Prior to acceptance of the PPS, a revised SWM concept plan shall be approved that reflects no development on land planned to be dedicated to DPR.

The required findings of Section 25-119(d) of the WCO have been adequately addressed for the removal of 17 specimen trees on Parcels 49, 51, and 7. The Planning Board recommends to APPROVE the variance for removal of ST-1 through ST-3, and ST-18 through ST-31, to DENY the variance for removal of ST-48 and ST-49, and to DENY the variance for CRZ impact to off-site ST-32 through ST-34.

10. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows, and are incorporated herein by reference:
- a. **Community Planning**—In a memorandum dated March 20, 2026 (Sams to Huang), the Community Planning Division noted that, pursuant to Part 10, Division 2, Subdivision 1, Section 27-546(d)(2) of the prior Zoning Ordinance, master plan conformance is required for this application because the subject property was rezoned to the M-X-T Zone through a sectional map amendment approved after October 1, 2006. Conformance with the applicable sector plan is discussed in the findings above.
 - b. **Subdivision**—In a memorandum dated March 23, 2026 (Bartlett to Huang), the Subdivision Section noted that Parcel A has an automatic certificate of adequacy (ADQ) associated with PPS 4-92057. Pursuant to Section 24-4503 of the current Subdivision Regulations, this automatic ADQ became effective on April 1, 2022, and is valid for a period of 12 years, subject to the expiration provisions of Section 24-4503(c). However, the approved subdivision shall require a new PPS and final plat in accordance with

Section 24-107(b) of the prior Subdivision Regulations, and a new ADQ in accordance with Section 24-4502(a) of the current Subdivision Regulations.

- c. **Transportation Planning**—In a memorandum dated March 19, 2026 (Smith to Huang), the Transportation Planning Section provided comments on this CSP, as follows:

Master Plan Right-of-Way

The site is subject to the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and the sector plan.

- Wheeler Road (C-703); 80-foot right-of-way

Both the MPOT and sector plan recommend Wheeler Road as a collector and 80-foot right-of-way, which is properly identified on the site plan.

Master Plan Pedestrian and Bike Facilities

- Wheeler Road: Planned bicycle lane

Both the MPOT and sector plan recommend a bicycle lane and signage be provided along the property frontage of Wheeler Road.

The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicycles:

Policy 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers. (page 9)

The submitted CSP shows sidewalks provided along both sides of all internal roads. The Planning Board requests that sidewalks be provided along both sides of all internal roads where feasible, and that Americans with Disabilities Act (ADA) curb ramps and marked crosswalks be incorporated throughout the site for continuous connections, at the time of DSP.

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. (page 10)

The submitted CSP includes a comprehensive sidewalk network throughout the site, to facilitate pedestrian movement. The Planning Board requests that sidewalks be provided along the property frontage of Wheeler Road and Southern Avenue, in addition to the planned bicycle lanes along Wheeler Road. This will be further evaluated at the time of DSP.

Policy 3: Small area plans within the Developed and Developing Tiers should identify sidewalk retrofit opportunities in order to provide safe routes to school, pedestrian access to mass transit, and more walkable communities. (page 10)

The submitted CSP includes a comprehensive sidewalk network throughout the site to facilitate pedestrian movement. The Planning Board requests that multimodal pathways be provided to the nearby transit station and convenient connections to adjacent properties. This will be further evaluated at the time of DSP.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 *AASHTO Guide for the Development of Bicycle Facilities*. (page 10)

The submitted CSP includes a comprehensive sidewalk network throughout the site, to facilitate pedestrian movement. The Planning Board requests that a bicycle lane be provided along the frontage of Wheeler Road.

The sector plan and SMA recommends the following goals and policies related to Transit-Oriented Development (page 33):

Transit Oriented Development Goals for Land Use and Urban Design
(page 35)

3. **Design mixed-use walkable communities near each station that allow residents to access basic daily needs without requiring the use of a private automobile.**

The Planning Board requests that sidewalks or multi-use shared paths be provided along both sides of all internal roads, as appropriate, and connecting to adjacent properties to accommodate access via alternative modes of transportation.

8. **Create a grid of streets to increase connectivity, allow for pedestrian passage to the station and to increase available frontage.**

The submitted CSP illustrates a grid pattern for the approved development, with pedestrian routes on both sides. The plan also shows a potential future connection to the Southern Avenue Metro Station. The Planning Board requests that the internal streets incorporate a grid pattern to allow for connectivity and pedestrian pathways to the Southern Avenue Metro Station.

Transit Oriented Development Goals for Mobility and Access (page 35)

- 1. Provide a safe, convenient, and accessible transportation system that meets the basic need for travel via motorized and non-motorized modes.**

The Planning Board requests that sidewalks be provided along both sides of all internal roads, including marked crosswalks and ADA curb ramps, to create separate vehicular and pedestrian circulation through the site. To further promote non-motorized modes, the Board recommends the provision of long-term and short-term bicycle parking areas.

- 3. Promote pedestrian access to the station via a connected street grid and seek locations to implement the County’s Complete Streets policies, by providing sidewalks and marked bicycle lanes in the station areas.**

The Planning Board requests that the Complete Streets policies be implemented. The site layout is designed for grid street circulation.

- 5. Introduce new off-street trails to improve pedestrian and bicycle access to the Southern Green Line stations and neighborhood destinations.**

The Planning Board requests that multimodal pathways be provided to the nearby transit station and convenient connections to adjacent properties.

Policy Statements (page 173):

- 1. Encourage the design of high-value master planned residential neighborhood off Wheeler Hills Road based on small blocks, an interconnected grid of streets and complete streets policies.**

The Planning Board requests that the site layout reflect the above.

- 2. Work with a private master developer to create two boulevard streets using the existing Wheeler Hills Road right-of-way, and spur connecting north to Southern Avenue.**

The Planning Board requests that the main route of circulation within the site be designed with a boulevard configuration.

- d. Environmental Planning**—In a memorandum dated March 20, 2026 (Meoli to Huang), the Environmental Planning Section provided comments on the subject application, as follows:

Natural Resources Inventory/Existing Conditions

A Natural Resources Inventory (NRI-037-2024) was submitted with the subject CSP, which was approved on October 15, 2024. This NRI includes a 15.63-acre portion of Parcel A outside of the M-X-T and D-D-O Zones, which is not included in the scope of the CSP. As shown on the NRI, the 101.03-acre area is partially wooded and contains REF, steep slopes, streams, and wetlands and their associated buffers, which comprise the PMA. The 101.03-acre site contains 52 specimen trees, 2.01 acres of 100-year floodplain, 1.44 acres of woodland in the floodplain, 53.91 acres of woodland in the net tract, 5.70 acres of PMA, and 1,085 linear feet of regulated streams.

Regulated Environmental Features

The on-site REF, as defined in Section 24-101 of the prior Subdivision Regulations, includes streams, wetlands, their associated buffers, and areas of PMA. Section 27-276(b)(4) of the prior Zoning Ordinance states that the Planning Board may approve a CSP 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.

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 the 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.

One impact to REF is approved with this application, identified as Impact 1 and detailed below. A SOJ and impact exhibit dated February 20, 2026, was submitted with the revised material.

Impact 1 – 0.49 acre (21,649 square feet)

Impact 1 requests the filling of an isolated nontidal wetland, in order to provide adequate SWM on Parcel 7. The isolated nontidal wetland and its buffer on Parcel 7 are located centrally along the parcel’s Southern Avenue frontage and extends for about one third of the parcel’s depth. This isolated wetland is not

connected to other REF and does not comprise the PMA. Table 1 on page 3 of the SOJ incorrectly identifies that there is an impact to the 100-year floodplain, but Impact 1 is only for impacts to the isolated REF. There are no impacts to the 100-year floodplain or PMA requested with the CSP. The applicant's SOJ identifies that the isolated wetland is the result of a clogged pipe beneath Southern Avenue which has been exacerbated by additional water runoff from neighboring properties.

The ETM provides the following guidance, with respect to isolated nontidal wetlands: "Isolated nontidal wetlands and their associated buffers are also required to be preserved in and/or restored to a natural state, to the fullest extent possible. Impacts to isolated nontidal wetlands will be evaluated on a case-by-case basis. High-quality wetlands that provide an infiltration function shall be preserved and, as determined by the [. . .] [Department of Permitting, Inspections and Enforcement], integrated into the site design as part of the stormwater management concept" (page C3). The wetland at issue is not found to be of high quality.

Parcel 7 is approximately 5.34 acres and 350 feet wide. The Planning Board finds that impacts to the nontidal wetland cannot be avoided or minimized.

Complete avoidance of the REF would not allow for the reasonable use and orderly and efficient development of the subject property. In addition, the applicant states that avoidance is not feasible since the impact arises from maintenance needs to existing infrastructure and off-site stormwater discharge. Given the location of the isolated REF, minimizing the impact is not feasible since it would impact the ability to locate the development and place required infrastructure. Impact 1 will allow the development to be directed towards Southern Avenue and Wheeler Hill Roads, and away from REF and PMA connected to Barnaby Run. Barnaby Run stream valley connects into the regulated areas of the GI Plan. Development of Parcel 7 is shown on the approved SWM concept plan. The plan identifies that updated stormdrain infrastructure of two submerged gravel wetlands and one micro-bioretenion will mitigate drainage issues on the property. Impact 1 is a necessary impact for orderly development of the property and is supported, as approved.

Stormwater Management

In accordance with Section 27-273(e)(14) of the prior Zoning Ordinance, an approved SWM concept plan or indication that an application for such approval has been submitted for review is required with CSP applications. An approved SWM Concept Plan, 36644-2023-SDC/P00998-2024-SDC, was submitted with the subject CSP which shows the use of micro-bioretenion, swales, submerged gravel wetlands, and rainwater harvesting. This SWM concept plan was approved on December 20, 2024, and expires on December 20, 2027.

Development of Parcel 7 will impact on REF and is discussed in the Regulated Environmental Features section of this resolution. The stormwater features depicted on the TCP1 are conceptual in nature. As identified on the SWM approval letter, the phased SWM plan will go through further review with the PPS and DSP. It is of note that the approved SWM concept plan includes a SWM pond in the vicinity of potential land dedication to DPR. Prior to acceptance of the PPS, a revised SWM concept plan shall be provided that reflects no development on land planned to be dedicated to DPR.

Soils

The predominant soils found to occur, according to the United States Department of Agriculture Natural Resource Conservation Service Web Soil Survey, include the Adelpia-Holmdel complexes, Beltsville silt loam complexes, Beltsville-Urban land complexes, Collington-Wist complexes, Collington-Wist-Urban land complexes, Croom-Marr complexes, Croom-Marr-urban land complexes, Marr-Dodon complexes, Marr-Dodon-Urban land complexes, Potobac-Issue complexes, Russett-Christiana-Urban land complexes, Sassafras-Urban land complexes, Sassafras and Croom soils, Udorthents, loamy, Urban land-Collington-Wist complex, Westphalia and Dodon soils, and Woodstown sandy loam. According to available mapping information, unsafe soils containing Marlboro clay do not occur on this property. Christiana clay is found on the property, but there are no geotechnical concerns at this time. Further geotechnical reviews will occur with the PPS and DSP.

- e. **Historic Preservation**—In a memorandum dated December 22, 2025 (Stabler, Smith, and Chisholm to Huang), the Historic Preservation Section noted that there are no specific applicable requirements outlined in the sector plan for the subject development. This project area has been partially covered by two Phase I surveys for a planned Metro line, completed in 1980. However, Parcels 7, 48–51, and 192, which were included in the subject site, were not included in the completed Phase I surveys. A Phase I archeological survey will be required on these six parcels.
- f. **Prince George’s County Department of Parks and Recreation (DPR)**—In a memorandum dated March 20, 2026 (Thompson to Huang), DPR noted that the sector plan recommends the use of land swaps to enable development on feasible land, while protecting REF. The sector plan identifies the land adjacent to Wheeler Road as Parks/Open Space (pages 162–169, page 168 land at SE Wheeler Road and Wheeler Hill Road as Parkland). The planned land swap offers a potential mechanism to enable feasible development while preserving high-value environmental resources. DPR staff met with the applicant to discuss a possible land swap, in support of the approved development. Although the concept was determined to be viable, it falls outside the scope of the subject CSP. The applicant and DPR staff will continue to explore this option independently of the CSP process.
- g. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—DPIE did not offer comments on this application.

- h. **Prince George’s County Fire/EMS Department**—In a memorandum dated February 13, 2024 (Reilly to Myerholtz), the Fire/EMS Department notes that the applicant should direct their site-civil team to reach out to the Office of the Fire Marshal, to coordinate the delineation of fire lanes required by Section 11-277 of Prince George’s County Fire Safety Regulations. The delineated fire lanes should be shown on the DSP to include curbs to be marked, as well as sign details and locations.
 - i. **Prince George’s County Police Department**—The Police Department did not offer comments on this application.
 - j. **Prince George’s County Health Department**—In a memorandum dated December 17, 2025 (Adepoju to Huang), the Health Department offered comments addressing noise and dust during the construction phases, to not adversely impact adjacent properties. The Health Department also recommended to include open spaces and “pet friendly” amenities for pets and their owners within the subject development. Designated park areas may consist of appropriate safe playing grounds, signage, and fencing. Pet refuse disposal stations and water sources are strongly recommended at strategic locations in the designated outdoor play/picnic areas. These recommended amenities will be addressed at the time of DSP, when more detailed information is available.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—WSSC did not offer comments on this application.
11. **Community Feedback:** The Planning Board did not receive any inquiries from the community regarding the subject CSP.
 12. Based on the foregoing, and as required by Section 27-276(b)(1) of the prior Zoning Ordinance, the CSP, as approved with the conditions below, 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 costs and without detracting substantially from the utility of the approved development for its intended use.
 13. Section 27-276(b)(2) of the prior Zoning Ordinance does not apply to this CSP because it is not for a mixed-use planned community.
 14. Section 27-276(b)(3) of the prior Zoning Ordinance does not apply to this CSP because it is not for a regional urban community.
 15. As required by Section 27-276(b)(4) of the prior Zoning Ordinance, based on the level of design information currently available, this CSP demonstrates the preservation and/or restoration of REF in a natural state, to the fullest extent possible, in accordance with the requirement of Section 24-130(b)(5), as shown on the TCP1. The Planning Board finds that REF Impact 1 is necessary for the reasonable, 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 property owner's request to permit the use of townhouses and multifamily dwellings within the One-Family Detached Residential (R-55) and Development District Overlay (D-D-O) Zones, and Multifamily Medium Density Residential (R-18) and Development District Overlay (D-D-O) Zones on the subject property to be developed according to the Mixed Use-Transportation Oriented (M-X-T) and Development District Overlay (D-D-O) Zone regulations.
- B. APPROVED Type 1 Tree Conservation Plan TCP1-001-2025, APPROVED a Variance to Section 25 122(b)(1)(G) for the removal of Specimen Trees ST-1 through ST-3 and ST-18 through ST-31, and further APPROVED Conceptual Site Plan CSP-24001 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 conceptual site plan as follows, or provide the specified documentation:
 - a. Revise the gross tract area and net tract area of the subject site in General Note 2 on the coversheet.
 - b. Add the gross floor area of the residential uses and the total development to the general notes on the coversheet.
 - c. Revise General Note 12 to reflect the gross floor area for all nonresidential uses, rather than commercial/retail uses only.
 - d. Depict a bicycle and pedestrian connection on the site plan that coincides with the approved alignment for said connection on Detailed Site Plan DSP-25006.
 - e. Indicate the location of recreational facilities within the area planned for senior housing on the site plan.
 - f. Label the location of the medical office use on the plan.
 - g. Label the location of the existing bus stops around the subject site on the site plan.
 2. Prior to certification of the conceptual site plan, the Type 1 tree conservation plan shall be revised as follows:
 - a. Add the following note to the plan, under the specimen tree table:

“NOTE: This plan is in accordance with the following variance to the strict requirements of Subtitle 25 (Section 25-122(b)(1)(G)) approved by

the Planning Board on (add date) with (add DRD case number) for the removal of (add number) specimen trees, (add specimen tree number), a (add DBH and species name)..."

- b. Revise the informational specimen tree removal worksheet to identify the number of specimen trees and their total diameter at breast height (DBH) approved to be removed.
 - c. Revise the following areas of non-credited woodland to be preserved in accordance with Section 25-122(b)(1)(K) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance, and update the woodland conservation worksheet as necessary: WP-NC 1 (Sheet 7), WP-NC 3 (Sheet 10), and WP-NC 2 (Sheet 11).
 - d. Revise the plan so that woodland conservation is not approved within Washington Suburban Sanitary Commission easements, utility easements, rights-of-way, or other areas which would impair the land from being used to meet the woodland conservation requirements of Subtitle 25 of the Prince George's County Code, in accordance with Section 25-122(b)(1)(O) of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
 - e. Update the specimen tree table to show the disposition of ST-48 and ST-49 as "To remain." Update the limits of disturbance to remove critical root zone impacts from ST-32 through ST-34. Revise the symbology for Specimen Trees ST-48, ST-49, and ST-32 through ST-34 to show that they are to remain.
3. Prior to acceptance of the preliminary plan of subdivision, the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Submit an updated traffic impact study and bicycle and pedestrian impact statement as part of the evaluation of transportation adequacy.
 - b. Provide a revised stormwater management concept plan that reflects no development approved on land to be dedicated to the Prince George's County Department of Parks and Recreation, if such dedication is approved at that time.
 4. Prior to issuance of any permits which impact wetlands, wetland buffers, streams, or waters of the United States, the applicant shall submit copies of all required federal and state wetland permits, evidence that approval conditions have been complied with, and associated mitigation plans.
 5. Prior to issuance of a grading permit, a Type 2 tree conservation plan for rough grading shall be approved.
 6. Prior to approval of the preliminary plan of subdivision (PPS), or approval of a grading permit, whichever occurs first, a Phase I archeological investigation of Parcels 7, 48, 49,

50, 51, and 192 shall be conducted on the above-referenced property, in accordance with Section 27-544(d) of the prior Prince George's County Zoning Ordinance. According to the Prince George's County Planning Board's 2005 *Guidelines for Archeological Review*, archeological investigations shall be required to determine if any cultural resources are present. Concurrence from a Prince George's County Planning Department staff archeologist on the final Phase I report and its recommendations are required, prior to signature approval of the PPS or approval of a grading permit, whichever comes first.

7. Per Section 24-121(a)(18) of the prior Prince George's County Subdivision Regulations, upon receipt of the report by the Prince George's County Planning Department, if it is determined that potentially significant archeological resources exist on Parcels 7, 48, 49, 50, 51, or 192, prior to Planning Board approval of the final plat or approval of a grading permit, whichever comes first, the applicant shall provide a plan for:
 - a. Evaluating the resource at the Phase II level, or
 - b. Avoiding and preserving the resource in place.
8. If a Phase II and/or Phase III archeological evaluation or mitigation is necessary, the applicant and the applicant's heirs, successors, and/or assignees shall provide a final report detailing the Phase II and/or Phase III investigations and provide evidence that all artifacts are curated properly, prior to any ground disturbance or approval of any grading permits.
9. Per Section 24-121(a)(18) of the prior Prince George's County Subdivision Regulations, prior to approval of the first detailed site plan, the applicant and the applicant's heirs, successors, and/or assignees shall provide a plan for any interpretive signage to be erected and public outreach measures (based on the findings of Phase I, II, and/or Phase III archeological investigations). The location and wording of the signage and the public outreach measures shall be subject to approval by a Prince George's County Planning Department staff archeologist. The plan shall include the timing for installation of the signage and the implementation of public outreach measures.
10. At the time of detailed site plan (DSP), the applicant and the applicant's heirs, successors, and/or assignees shall:
 - a. Provide a bicycle and pedestrian connection to the adjacent DSP-25006 development property.
 - b. Design the street network as a grid pattern to accommodate connectivity with the transit-oriented development.
 - c. Provide the following facilities and show on a pedestrian and bikeway facilities plan as part of the site plan:

- (1) A minimum 5-foot-wide sidewalk along the property frontage of Wheeler Road, unless modified by the permitting agency.
- (2) A standard bicycle lane and signage, in accordance with the American Association of State Highway and Transportation Officials (AASHTO) guidelines, along the property frontage of Wheeler Road, unless modified by the permitting agency.
- (3) Minimum 10-foot-wide multi-use paths through the site to accommodate connections to adjacent properties and the Southern Avenue Metro. Provide a minimum 5-foot-wide sidewalk along both sides of all internal roadways, where the multi-use path is not provided.
- (4) Americans with Disabilities Act-compliant curb ramps and crosswalks crossing all vehicular access points throughout the site.
- (5) Designated pathways for pedestrians throughout the site to all uses and through surface parking lots.
- (6) Streetscape amenities to be accessible and functional throughout the site, to accommodate the mixed-use community, in accordance with Section 27-274(a)(6), Site and Streetscape amenities, of the prior Prince George's County Zoning Ordinance.
- (7) Long-term bicycle parking within the multifamily building and short-term bicycle parking near the building entrance.
- (8) Short-term bicycle parking for commercial or office areas at a location convenient to the buildings.

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.

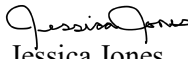
* * * * *

PGCPB No. 2026-022
File No. CSP-24001
Page 52

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, Matthews, and Barnes voting in favor of the motion, and with Commissioner Okoye absent at its regular meeting held on Thursday, April 23, 2026, in Largo, Maryland.

Adopted by the Prince George's County Planning Board this 14th day of May 2026.

Darryl Barnes
Chairman

By 
Jessica Jones
Planning Board Administrator

DB:JJ:TH:ac

APPROVED AS TO LEGAL SUFFICIENCY



David S. Warner
M-NCPPC Legal Department
Date: May 13, 2026