THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
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PGCPB No. 2022-11 File No. DSP-20012

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on January 20, 2022, regarding Detailed Site Plan DSP-20012 for Metro City, the Planning Board finds:

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

2. **Development Data Summary:**

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

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

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

Parking

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

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

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

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

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

Loading

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

Townhouse Unit Types

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

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

** Finished basement is an option.

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

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

3. **Location:** The subject property is located on the west side of Addison Road South and the east side of Rollins Avenue, approximately 4,000 feet southwest of the intersection of MD 214 (Central Avenue) and Addison Road South, in Planning Area 75A, Council District 7.

4. **Surrounding Uses:** The Phase 1 site is bounded to the east by the right-of-way of Addison Road South and a tributary of Cabin Branch, with Phase 2 in the Mixed Use-Transportation Oriented (M-X-T)/Development District Overlay (D-D-O) Zones beyond; to the north by an existing townhouse community in the Mixed Use-Infill (M-U-I)/D-D-O Zones and existing houses in the One-Family Detached Residential (R-55) Zone; to the west by the right-of-way of Rollins Avenue and land in the R-55 and Rural Residential (R-R) Zones beyond; and to the south by properties in the Light Industrial (I-1) and R-R Zones, within the municipal boundary of the City of Capitol Heights.

5. **Previous Approvals:** The subject property is located south of, and immediately adjacent to, the boundary of the Addison South subarea of the 2000 *Approved Sector Plan and Sectional Map Amendment for the Addison Road Metro Town Center and Vicinity* (Addison Road Metro Town Center Sector Plan and SMA). The 2010 *Approved Subregion 4 Master Plan and Endorsed Sectional Map Amendment* (Subregion 4 Master Plan) rezoned the subject property from the R-R and R-55 Zones to the Townhouse (R-T) Zone. The property, consisting of two parcels and one unnumbered lot, is the subject of three record plats.

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

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

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

Site Access
The proposed development consists of 72 townhouse lots and 3 multistory buildings that are accessed via internal private streets approved in PPS 4-19044. The main street, known as Metro

City Street, has a right-of-way width of 60 feet and connects to Rollins Avenue, providing direct access to the subject site. Metro City Street has multiple townhouse driveways accessing it and terminates with a 50-foot cul-de-sac in front of the multifamily building on Parcel G. The multifamily building on Parcel I and the assisted living facility on Parcel H also front onto the cul-de-sac. Private Street B runs south from Metro City Street and loops back to the cul-de-sac providing access to the rest of the townhouses and also serves as secondary access to the buildings on Parcels I and H.

Architecture

Townhouse–The proposed 72 townhouse units are in 10 building sticks. Three front-loaded garage townhouse models are proposed with this DSP, with minimum base finished floor areas from 1,600 to 2,592 square feet. Townhouses are designed in the prevailing style within the region, featuring 3–4 stories in building height; 20- and 24-foot widths; pitched roofs, articulated with cross gables; box windows; dormers; entrance porticos, etc.; and finished with a combination of brick (mainly on the front façade) and standard siding. The townhouse models also have optional 10- by 16-foot and 10- by 20-foot wood decks at the back. Most of the units that front on Metro City Street have a two-car front-loaded garage. Most of the one-car front-loaded garage models are located along internal private streets, where there is additional surface parking. Side elevations showing brick water tables and four windows with shutters are acceptable for most of the internal units. However, for those highly visible end units, such as Lots 1 and 24 facing Rollins Avenue, additional brick up to the first floor of the side elevation is required. Two conditions have been included in this resolution requiring that a highly visible end-unit exhibit and additional highly visible side elevations be provided, prior to certification approval of this DSP.

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

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

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

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

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

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

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

Signage
Monument and building-mounted signs are included in this DSP. One monument sign advertising "Metro City" is located at the main entrance to the site, off Rollins Avenue. This monument sign

measures 5 feet high and 6 feet wide, featuring an eclipse sign plate flanked by two brick piers. Total sign face area is less than 10 square feet; however, no sign face area calculation is provided. A condition has been included in this resolution requiring the applicant to provide the sign face area calculation on the plan, prior to certification of this DSP.

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

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

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

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

COMPLIANCE WITH EVALUATION CRITERIA

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

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

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

SITE DESIGN

S3. Building Siting and Setbacks (page 180)

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

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

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

a. The subject application is in conformance with the requirements of Section 27-547, Uses permitted, of the Zoning Ordinance that governs permitted uses in the M-X-T Zone. The multiple multifamily buildings, assisted living facility, and townhouses proposed with the subject DSP are permitted in the M-X-T Zone, in conformance with CSP-16001.

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

(a) Maximum floor area ratio (FAR):

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

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

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

(b) Bonus incentives.

(4) Residential use.

(A) Additional gross floor area equal to a floor area ratio (FAR) of one (1.0) shall be permitted where twenty (20) or more dwelling units are provided.

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

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

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

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

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

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

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

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

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

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

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

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

This requirement was reviewed at the time of PPS 4-19044, which was approved by the Planning Board on April 22, 2021. Each parcel and lot have frontage on and access to a public right-of-way, or other right-of-way, as authorized, pursuant to Subtitle 24 of the Prince George's County Code. The Planning Board finds that this DSP is consistent with approved PPS 4-19044.

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

(1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

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

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

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

(j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks, buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept

recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance).

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

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

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

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

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

The subject project is nearby the Addison Road-Seat Pleasant Metro Station and development of the property will promote and enhance the economic status of the area by providing a desirable living opportunity and revitalizing the surrounding neighborhood.

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

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

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

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

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

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

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

The DSP proposes various residential uses in the Phase 1 development that will complement each other and those in Phase 2, which will create a 24-hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work, or visit in the area. Due to the site constraints (Cabin Branch Stream Valley bisects the site), the commercial/retail uses will be oriented toward Addison Road South in the eastern pod in Phase 2. This DSP includes the residential uses mainly in the western pod that is surrounded by largely existing residential neighborhoods.

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

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

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

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

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

Green building and sustainable site development techniques such as those employed in Leadership in Energy and Environmental Design (LEED) standards will be utilized in Phase 1, to the extent practical, to promote optimum land use and savings in energy as listed in Finding 6 above.

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

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

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

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

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

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

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

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

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

The development is compatible with the general vision proposed in the master plan, for redevelopment around the Metro station. The proposed development will greatly improve the aesthetics of the surrounding neighborhoods. This DSP for Phase 1 has many residential products, including townhouses and multistory apartment buildings that have been designed with compatibility in mind by utilizing massing, building materials, and architectural articulation to create a visually harmonious development scheme.

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

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

The two development pods show a development scheme, each with its own distinctive focus. The Metro City development, as a whole, is capable of sustaining an independent environment of continuing quality and stability.

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

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

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

Comprehensive review of the pedestrian system was carried out at the time of PPS. This DSP for Phase 1 includes a portion of the larger pedestrian system located on this pod. The pedestrian network, as shown on this DSP, is comprehensive, convenient, and encourages pedestrian activity within the development. Sidewalks measuring six to seven feet wide are provided throughout the site. Additional crosswalks are to be provided to create a continuous pedestrian connection. The pedestrian system also connects to the regional network in the area via sidewalks on both Rollins Avenue and Addison Road South.

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

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

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

This finding was met with the approval of CSP-16001 and, most recently, PPS 4-19044.

(10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be approved by the applicant.

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

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

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

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

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

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

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

The architecture proposed for the various buildings in this Phase 1 DSP employ a variety of architectural features and designs, such as accented entrances, window and door treatments, projections and tower elements, colors, and building materials. At the same

time, the designer also uses common materials and colors throughout the entire Phase 1 to achieve a level of consistency of a uniform design scheme. The proposed development satisfies applicable standards.

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

The number of parking spaces required is to be calculated in accordance with the methodology set forth in Section 27-574(b). The first step in determining the number of required spaces is to calculate the peak parking demand. In this regard, Section 27-574(b)(1) states that "Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to be known as the peak parking demand for each use. These peak parking numbers are calculated as directed in the 'Schedule of Parking Spaces' requirements as shown in Section 27-568. At less than this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent of the peak demand, eighty percent of the peak parking demand spaces are being occupied)." Sections 27-574(b)(2) and (b)(3) of the Zoning Ordinance go on to recommend an hourly distribution of each use within the M-X-T Zone to determine the hourly fluctuation and the resulting peak parking demand for the overall site.

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

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

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

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

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

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

2. At the time of detailed site plan and preliminary plan of subdivision as indicated, the applicant shall:

a. Provide eight-foot-wide sidewalks along the subject site's entire frontages of both Addison Road and Rollins Avenue, unless modified by DPW&T.

b. Provide bike parking at the entrance area to the multifamily buildings, including assistant living facility and commercial/retail spaces.

c. Provide standard sidewalks along both sides of all internal roads, excluding private alleys, to the extent practical.

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

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

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

e. Provide the follow site plan notes:

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

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

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

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

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

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

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

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

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

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

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

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

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

The Planning Board finds that Type 2 Tree Conservation Plan TCP2-027-2021 is consistent with the previously approved TCP1-004-2017-01.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Outdoor bicycle parking is provided at the multifamily building, assisted living facility, and on the parcel north of Lots 62-67, in conformance with this condition. During the public hearing, the applicant proffered that an additional bicycle rack will be provided in the underground parking garage of each of the three multifamily buildings.

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

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

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

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

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

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

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

The location and design of the Cabin Branch Trail and its connections to the development phase have been provided. DPR will review the construction and landscape plans, prior to submission of the grading permits. Conditions to provide these plans to DPR have been included in this approval. The trail within Phase 1 shall be constructed, in accordance with the *Prince George's County Parks and Recreation Facilities Guidelines,* prior to approval of the 50th building permit for Phase 1. The triggers for development of the trail and stream crossing associated with Phase 2 will be determined with the review of the DSP for Phase 2.

11. 2010 Prince George's County Landscape Manual—In accordance with Section 27-548, landscaping, screening, and buffering within the M-X-T Zone should be provided, pursuant to the provisions of the Landscape Manual. Since the site is also located in the Addison Road Metro Town Center D-D-O Zone, development district landscape standards will govern this development. Only those landscape requirements in the Landscape Manual that are not modified by the development district landscape standards will be applicable to the proposed development.

The D-D-O Zone standards have limited provisions on landscaping, such as Standard S4 in Site Design on buffers and screening, and Standard P4 in Public Areas on Trees and Plantings.

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

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

a. The subject property has an approved Natural Resources Inventory NRI-045-2016. The TCP2 and DSP show all the required information correctly, in conformance with the NRI.

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

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

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

   According to the approved NRI, 31 specimen trees have been noted on the site. A variance from Section 25-122(b)(1)(G) was requested for the clearing of three specimen trees on-site with CSP-16001. Specimen Trees 45, 46, and 47 were approved for removal

as part of CSP-16001 with the Beaverdam Basin Sanitary Sewer System Rehabilitation project. No additional specimen trees are proposed to be removed with the subject application.

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

14. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions and their comments have been summarized, as follows:

a. **Historic Preservation**—The Planning Board has reviewed and adopts a memorandum dated August 26, 2021 (Stabler and Smith to Zhang), incorporated herein by reference, which reviewed the applicant's application, provided a summary of the history of the property, and indicated that a Phase I archeology survey was conducted on 18.7 acres of the subject property by the applicant's archeology consultant in December 2019. Two moderate- to high-probability areas located to the east and west of Cabin Branch were surveyed. One new archeological site, 18PR1156, was recorded, but there was extensive modern disturbance to the site and no further work was recommended. The Planning Board concurs with the Phase I findings and concludes that no additional archeological investigations are necessary on the subject property. The final reports detailing the Phase I archeological investigations on the subject property have not been submitted. The applicant should submit three hard copies and four digital copies on CDs of the final Phase I reports to Historic Preservation staff, as conditioned herein.

b. **Community Planning—**The Planning Board has reviewed and adopts a memorandum dated October 1, 2021 (Byrd to Zhang), incorporated herein by reference, which provided a summary of master plan and General Plan recommendations for the subject property that were reviewed at the time of CSP-16001 and PPS 4-19044.

c. **Subdivision Review**—The Planning Board has reviewed and adopts a memorandum dated December 3, 2021 (DiCristina to Zhang), incorporated herein by reference, which provided a review of this DSP's conformance with the conditions attached to the approval of PPS 4-19044, and relevant findings have been included in this report. The Planning Board approves six technical revisions to the DSP that have been included as conditions in this resolution.

d. **Transportation Planning—** The Planning Board has reviewed and adopts a memorandum dated December 20, 2021 (Burton to Zhang), incorporated herein by reference, which provided a review of the DSP's conformance with the 2009 *Approved*

Countywide Master Plan of Transportation (MPOT) and the conditions attached to prior approvals, including CSP-16001 and 4-19044, as well as an analysis of parking for this Phase 1 development of Metro City. The Planning Board finds the overall proposal to be acceptable, from the standpoint of vehicular access and internal circulation, and that it conforms to the required findings for approval of a DSP, from the standpoint of transportation.

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

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

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

f. **Environmental Planning**—The Planning Board has reviewed and adopts a memorandum dated December 20, 2021 (Kirchhof to Zhang), incorporated herein by reference, which provided an analysis of the DSP's conformance with the requirements of the WCO. Additional comments are summarized, as follows:

Preservation of Regulated Environmental Features/Primary Management Area
There are regulated environmental features and primary management area located on this site. Consistent with the PPS and TCP1, six impacts to the PMA were approved with PPS 4-19044. As shown on the DSP, there are no changes to the six impacts previously

approved, but three new impacts (Impacts 7, 8, 9) are proposed with DSP-20012, for construction of the trail, as follows:

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

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

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

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

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

h. **Washington Suburban Sanitary Commission (WSSC)**—WSSC provided plan review comments dated September 10, 2021 (Mapes to Zhang). Those comments will be enforced in their separate permitting process.

i. **Prince George's County Department of Parks and Recreation (DPR)**—The Planning Board has reviewed and adopts a memorandum dated December 17, 2021 (Burke to Zhang), incorporated herein by reference, in which DPR provided a review of the DSP's conformance with trails-related conditions attached to the prior approvals. Relevant findings have been included in this resolution. DPR stated that based on the proposed density of development, 15 percent of the net lot area would be required to be dedicated to M-NCPPC for public parks, which equates to 5.95 acres.

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

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

j. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—The Planning Board has reviewed and adopts a memorandum dated October 7, 2021 (Giles to Zhang), incorporated herein by reference, in which DPIE provided standard comments regarding access to the site off Addison Road South and Rollins Avenue, improvements within the rights-of-way, SWM traffic impacts, utilities, frontage improvements, soil investigation, etc. DPIE noted that the approved SWM Concept 48903-2016 is consistent with DSP-20012. DPIE further stated that they have no objection to the proposed DSP. DPIE's comments will be enforced in their separate permitting process.

k. **Prince George's County Police Department**—As of the preparation of this resolution, the Police Department did not respond to the referral request.

l. **Prince George's County Fire/EMS Department**—The Planning Board has reviewed and adopts an email dated December 15, 2021 (Reilly to Zhang), incorporated herein by reference, in which the Fire/EMS Department provided comments regarding the need for additional labeling and dimensions on the site plan, which have been included as conditions herein.

m. **City of District Heights and City of Seat Pleasant**—As of the preparation of this resolution, the above-noted municipalities did not respond to the referral request.

n. **Town of Capitol Heights**—The Planning Board has reviewed and acknowledges a letter dated January 18, 2022 (Habada to Chairman Hewlett), incorporated herein by reference, in which the Town of Capitol Heights expressed their support of this development project.

15. Based on the foregoing, and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will represent a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use, as approved with the proposed conditions below.

16. As required by Section 27-285(b)(2), the DSP for Metro City is in conformance with the approved CSP-16001, as conditioned.

17. As required by Section 27-285(b)(4) for approval of a DSP, the regulated environmental features on-site shall be preserved and/or restored in a natural state, to the fullest extent possible, in accordance with the requirements of Section 24-130(b)(5) of the Subdivision Regulations. The Planning Board finds that this has been fully satisfied by this DSP.

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 Alternative Development District Overlay Zone standards, as follows:

1. **SITE DESIGN: S3. Building Siting and Setbacks** (page 180): To allow the proposed front-loaded townhouses with garages not recessed from the front building façade, as shown on the DSP.

B APPROVED Detailed Site Plan DSP-20012 and Type 2 Tree Conservation Plan TCP2-027-2021 for Metro City, subject to the following conditions:

1. Prior to certification of Detailed Site Plan DSP-20012, the following information and revisions shall be provided:

a. Provide additional highly visible end unit side elevations for townhouse models, to be finished with a minimum first floor brick and four widows in a balanced composition, to be reviewed and approved by the Urban Design Section as the designee of the Prince George's County Planning Board.

b. Provide an exhibit labeling Lots 1, 23, 24, 31, 32, 39, 40, 47, 56, and 68, as highly visible end units. For the highly visible side elevations on Lots 1 and 24, a minimum of two floors shall be finished with brick.

c. On Sheet 7, label the right-of-way widths for Private Streets C and E.

d. On Sheet 7, revise the labeling of Lots 68 through 72 to be consecutive with Lot 67.

e. On Sheets 1 and 6 for Parcel K, correct the label of the entity to whom the parcel is being conveyed to read "M-NCPPC."

f. On Sheets 8 and 14, provide a label indicating that Parcel K is to be conveyed to "M-NCPPC."

g. Depict the 8-foot-wide sidewalk required along the Addison Road South frontage of Parcel K or provide correspondence from the Prince George's County Department of Permitting, Inspections and Enforcement indicating modification of this condition.

h. Depict the bicycle lane required along the Addison Road South frontage of Parcel K or provide correspondence from the Prince George's County Department of Permitting, Inspections and Enforcement indicating modification of this condition.

i. Submit three hard copies and four digital copies of the final Phase I reports on CDs to the Historic Preservation Section.

j. Provide signage at the terminus of the trail indicating that it will be continued with the development of Phase 2. The size, wording, and location of the signs shall be coordinated with the Prince George's County Department of Parks and Recreation and provided on the DSP.

k. Correct the woodland retained assumed cleared symbols in the legend on the Type 2 tree conservation plan coversheet to match the standard found in the Environmental Technical Manual. The permanent tree protection fence shall also be shown on the plan.

l. Revise the woodland conservation worksheet features, which are negative values, to properly address the shortage.

m. Provide an additional crosswalk crossing the parking garage access driveway to the senior multifamily building at the cul-de-sac of Metro City Street.

n. Provide a 6-foot-wide grass planting strip along all internal sidewalks.

o. Provide details of the limits, widths, and easements of the Cabin Branch Trail on the DSP.

p. Revise the landscape plan to remove the Section 4.2 schedule.

q. Either remove the loading space located between townhouse Lot 39 and the multifamily building on Parcel I or relocate it to a location served by a secondary street, away from townhouse units.

r. Provide details and plans for all private exterior recreational facilities, which shall include a dog walk with refuse and water facilities, to be reviewed by the Urban Design Section as designee of the Prince George's County Planning Board.

s. Provide the sign face area calculation for the monument sign on the plan.

t. Provide a chart of development regulations for the townhouse lots to include decks, sheds, and fences.

u. Show and label the locations of all fire hydrants, fire department connections, vertical clearance under canopies, and outdoor grills for the multifamily buildings. Dimensions and locations must be in conformance with all applicable codes.

v. Provide an additional bicycle rack in the underground parking garage of each of the multifamily and assisted living facility buildings.

2. Prior to submission of grading permits for Parcel K, the applicant shall:

a. Submit detailed construction drawings for park facilities on parkland to the Prince George's County Department of Parks and Recreation for review and approval.

b. Submit landscaping plans for the Maryland-National Captial Park and Planning parcel showing the plant materials, landscape specifications, and caliper of the trees to the Prince George's County Department of Parks and Recreation for review and approval.

3. Prior to approval of the 50th building permit, the applicant shall construct the section of the Cabin Branch Trail, and its connections to the development, located in Phase 1, in accordance with the *Prince George's County Parks and Recreation Facilities Guidelines.*

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

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This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner and Hewlett voting in favor of the motion at its regular meeting held on Thursday, January 20, 2022, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 10th day of February 2022.

Elizabeth M. Hewlett
Chairman

By Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:nz

Approved for Legal Sufficiency
M-NCPPC Office of General Counsel

Dated 1/27/22