

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 February 24, 2005, regarding Detailed Site Plan DSP-04010 for Hunters Ridge, the Planning Board finds:

1. **Request:** The subject application is for approval of a residential revitalization detailed site plan for 308 residential condominium units in the R-18 Zone
2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	R-18	R-18
Use(s)	Multifamily Residential	Single-Family Attached and Multifamily Residential
Acreage	24.53	24.53
Total Number of Units	594	308

## OTHER DEVELOPMENT DATA

	REQUIRED	PROPOSED
Total parking spaces	421 (after 30% reduction)	677
Of which		
Multifamily		140 (Garages)
2 Bedroom units	82 (70 units and 1.66 per unit less 30%)	
3 Bedroom units	98 (70 units and 1.99 per unit less 30%)	
Townhouse	241 (168 units and 2.04 per unit less 30%)	336 (Garages)
On-site surface parking		
Parallel parking spaces	-	179
Standard spaces	-	16
Handicapped spaces	9	9
Loading space	2	0*

Note: \* See finding 6 for a detailed discussion of parking and loading requirements.

## UNIT MIX

Type of Unit	Existing Unit Number	Proposed Unit Number
1 BR	191	-
1 BR with Den	18	-
2 BR	18	70
3 BR	365	238

Total	594	308
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#### COMPARISON OF R-18 ZONE REQUIREMENTS AND POST-REHABILITATION CONDITIONS

Zoning Regulation	R-18 Zone Requirements	Conditions after Rehabilitation
Minimum Lot Size (Sq. Ft.)	16,000	1,068,367 (24.53 Ac)
Maximum Lot Coverage (%)	30	58%
Green Space (%)	70	42%
Lot Width/Frontage (Ft.)	125	N/A
Front Yard (Ft.)	33 (max.)	22.3 (min.)
Side Yard (Ft.)	33/13 (max.)	30 (min.)
Rear Yard (Ft.)	33 (max.)	N/A
Building Height (Ft.)	40	45 (max.)
Distance Between Buildings (Ft.)	50 Plus 2 above 36 Ft. or 58 (max.)	18(min.)
Density (Du/Ac)	12	12.56

#### ARCHITECTURAL MODEL DATA

Model	Base Finished Area of Unit (Sq.Ft.)
Annapolis	1,484
Arlington	2,074
Georgetown	1,330
Mt. Vernon	1,849
Stratton (Townhouse)	1,691
Wyngate (Townhouse)	1,691

3. **Location:** The site is located in the northwest quadrant of the intersection of Landover Road (MD 202) and 75<sup>th</sup> Avenue, within the Capital Beltway, in Planning Area 72, and Council District 5.
4. **Surroundings and Use:** The subject property is surrounded by a mix of developed land in the I-1, R-18, C-S-C and C-O Zones. Adjoining the subject property to the west is property in the I-1 Zone and to the north is Beall's Pleasure, Historic Site #72-2, which is also individually listed in the National Register of Historic Places (1979). The site is bounded on the south side by the right-of-way of Landover Road (MD 202) and on the east side partially by the right-of-way of 75<sup>th</sup> Avenue and partially by properties in the C-O and C-S-C Zones. Further east across 75<sup>th</sup> Avenue is a larger property in the R-18 Zone, which is currently under similar revitalization..
5. **Previous Approvals:** The subject site is part of a larger property of approximately 48.61 acres. The larger property was deeded into small parts over time in the past. Per the documents provided by the applicant, the subject property was improved with 594 multifamily apartment units in the 1960s. The 1993 sectional map amendment for the Landover and Vicinity Master Plan retained the property in the R-18 Zone. The site also has an approved stormwater management concept plan #16527-2004-00.

6. **Design Features:** The application proposes to demolish the existing 27 multifamily apartment buildings with a total of 594 units and one swimming pool and replace them with 45 new buildings in the form of stacked townhouse and normal townhouse buildings. The entire site is organized in a grid street pattern around a centrally located crisscross linear green with the long axis running north to south and short axis running east and west. In the middle of the cross is a proposed fountain flanked on the east and west sides by trellises. Within the linear green areas various active recreational features, such as exercise stations and sculpture areas for children, and passive recreational areas, such as sitting areas, have been proposed. Additional trellises are also shown on both ends of the long axis of the central green. A geometrically shaped green open space terminates the north/south green axis. A loop street further extends from green open space to the secondary entrance area that is accessed from 75<sup>th</sup> Avenue. The other access to the site is from Landover Road (MD 202), which is the main entrance.

Four stacked townhouse models and two normal townhouse models have been proposed for the development. Each stacked townhouse unit has a one-car garage and each townhouse model has a two-car garage as a standard feature. The models are mainly of traditional architectural style with varied roof patterns and decorative elements such as a porches and balconies. The proposed buildings will be finished with a combination of standard vinyl siding and brick veneer. A minimum of 60 percent of all units has brick front elevations. The base finished living area of each model, as indicated in the architectural model data table, varies from 1,330 to 2,074 square feet. However, since the development has frontage on two highly traveled roadways, a condition of approval has been proposed to require the elevations of the units (as shown in staff exhibit A) that are visible from the roadways to have full brick facades and those side elevations that are visible from the roadways should have one story of brick and at least two balanced architectural features.

Two entrance features have been proposed with this application. The main entrance feature shows a central landscaped median with driveway on both sides. Further to both sides are brick wall segments with brick piers and identification signs. The sign face area and heights of the sign are within the allowable limits per Section 27-624, Gateway Signs for Residential Subdivisions. A six-foot-high decorative wrought iron fence with brick piers extends from the wall segments on both sides enclosing the site's frontage on Landover Road (MD 202). The minor entrance off 75<sup>th</sup> Avenue features the same design concept, but with a split sliding iron gate. Since the portion of the driveway off 77<sup>th</sup> Avenue leading to the subject site will be dedicated as public right-of-way, the same style iron fence has been shown on both side of the public roadway leading to the site from 75<sup>th</sup> Avenue and has been further extended to the entire site frontage along 75<sup>th</sup> Avenue as well.

**Parking and loading requirements:** The site has 611 existing parking spaces. The applicant proposes to create 476 garage spaces, 179 parallel parking spaces, and 25 standard spaces on the internal streets, of which 9 are handicapped parking spaces. By Section 27-445.09(b)(5), the normal requirement of parking spaces for this development can be reduced by 30 percent to 421 spaces, with an additional reduction provided by Section 27-445(b)(5)(A), if the additional reduction is necessary to alleviate conditions that are particular to the proposed use, given its nature at this location, or to alleviate conditions which are prevalent in older areas of the county that were predominantly developed prior to November 29, 1949. The site was developed in the 1960s and is eligible for the 30 percent reduction. The site is within one mile of the Landover

Metro Station. Bus service to the Metro station and bus stops have been proposed on the site. A further reduction is permitted by Section 27-445(b)(5)(B) when the additional reduction will not infringe upon the parking and loading needs of adjacent residential areas. However, the application provides 677 parking spaces, which is more than what are normally required by the Zoning Ordinance for a revitalization project.

According to current standards, two loading spaces are required for any multi-family development with unit number ranging from 301 to 400 units. The existing complex has operated since the 1960s without any loading spaces, as none were required then. The site plan provides ample parking for all units. Pursuant to Section 27-445.09(b)(4), the standard regulations of the specific zone, in this case R-18, do not apply to uses and structures in a residential revitalization project. With the provision of both the garage parking units and more surface parking on site than required, there is no need to provide loading spaces.

The subject site carries a private access easement to the Beall's Pleasure property, Historic Site #72-2, to the north. The private easement branches in the middle of the site and each branch extends further south to two access points off Landover Road (MD 202). The redevelopment of the site will result in the relocation of the existing access to Beall's Pleasure. The site plan shows a direct access off 75<sup>th</sup> Avenue through a portion of the driveway that will be dedicated as public right-of-way. When the revitalization project is completed, Beall's Pleasure will be accessed directly from the public right-of-way instead of the prior private access easement. A separate temporary access off 75<sup>th</sup> Avenue will be provided by the applicant to the Beall's Pleasure property during construction.

7. **Recreational Facilities:** The subject application includes both an on-site recreational facility package and an off-site contribution (see attached amenity list). Per the current formula for determining the value of recreational facilities to be provided in subdivisions, for 308 dwelling units in Planning Area 72, a recreation facility package of approximately \$305,400 is required. The on-site recreational facility package proposed by the applicant is between \$319,000 and \$364,000, which exceeds the required value for a subdivision of this scale. Meanwhile, the applicant is committed to contribute additional funds to two community centers in the close vicinity of this project. The additional contribution is estimated at approximately \$500,000. A condition of approval has been proposed in the recommendation section of this report.

#### COMPLIANCE WITH EVALUATION CRITERIA

8. **CB-58-2001, Residential Revitalization Legislation and Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in CB-58-2001 and the site plan design guidelines of the Zoning Ordinance.
  - a. The subject application is in conformance with the requirements of Section 27-441, Uses Permitted, which governs permitted uses in residential zones. The proposed multifamily revitalization project as shown on the detailed site plan is a permitted use in the R-18 Zone.
  - b. Per Section 27-445.09, Residential Revitalization, (c) Findings, in approving a

Residential Revitalization project, the Planning Board shall find that the project:

- (1) Improves a deteriorated or obsolete multifamily or attached one-family dwelling unit development by replacing or rehabilitating dwellings, improving structures, or renovating and improving other facilities;**

*Comment:* The proposed development is to renovate an existing obsolete, vacant, crime-ridden multifamily residential district with new buildings. The existing parking spaces and other site amenities will also be replaced with the new improvements including landscaping and many on-site amenities. The proposed 308 condominium units consist of 140 multifamily units and 168 townhouse units. The interior of the units will be furnished in accordance with current interior decoration standards and equipped with current household appliances. One existing access point along Landover Road (MD 202) will be closed and the other access will be improved as the main entrance to the site. An additional access point off 75<sup>th</sup> Avenue has been proposed on the plan. The proposed revitalization will also reduce the density on the site by approximately 50 percent, from the existing 24 units per acre to approximately 13 units per acre. The physical quality of the site will be greatly improved upon the completion of the revitalization project.

- (2) Maintains or improves the architectural character of the buildings so that they are compatible with surrounding properties;**

*Comment:* The proposed buildings in the form of stacked townhouses and normal townhouse units show a strong urban residential architectural character. The proposed building mass in general is scaled-down dramatically from the previous apartment buildings and is more compatible with the only residential building in the vicinity to the north of the site. The open frontage of the proposed development along both Landover Road (MD 202) and 75<sup>th</sup> Avenue improves the contextual relationship between the subject property and the surrounding neighborhood through visually attractive quality residential design and the augmentation of existing landscaping. Many new architectural details, such as an entrance porch, railed balcony, and brick veneer base of each building, will improve the buildings' scale and curb appeal. Additional landscaping, such as the centrally located linear green open space, site improvements such as pole-mounted street lighting, on-site recreational facilities, and ornamental perimeter iron fencing are improvements to the current site conditions.

- (3) Serves a need for housing in the neighborhood or community;**

*Comment:* The proposed renovation will provide 308 two- and three-bedroom units. According to the comments from the Department of Housing and Community Development, Prince George's County (Thompson to Zhang, August 2004) the subject

application is in conformance with the county's Consolidated Housing and Community Development Plan. The quality and safety features of this project will create strong appeal in the neighborhood, thus the project will continue to serve the housing needs of the community but in a much better way.

**(4) Benefits project residents and property owners in the neighborhood;**

*Comment:* The existing apartments are vacant and have been a nuisance for the neighborhood. The revitalization will remove the nuisance from the neighborhood and introduce high-quality housing. The proposed project will greatly benefit property owners in the neighborhood and provide new housing opportunity to the residents in the county.

**(5) Conforms with the housing goals and priorities as described in the current Housing and Community Development Consolidated Plan for Prince George's County; and**

*Comment:* Community building and revitalization are key to housing and community development activities in Prince George's County. The proposed revitalization project conforms to the housing goals and priorities of the current Housing and Community Development Consolidated Plan for Prince George's County according to a memorandum from the Department of Housing and Community Development, Prince George's County. Among six goals and priorities of the consolidated plan, the proposed project meets specifically four of them that are applicable to this detailed site plan. The revitalization will be a special housing reinvestment in an Inner-Beltway community. It will develop a range of housing for residents including, but not limited to, families and persons with disabilities. It will build and restore a vibrant community by creating safe neighborhoods where people want to live, and improve the quality of life for all residents by reducing concentration of inferior, low-value housing units in the community

**(6) Conforms to either specific land use recommendations or principles and guidelines for residential development within the applicable master plan.**

*Comment:* The 1993 sectional map amendment for the Landover and Vicinity Master Plan retained the property in the R-18 Zone. According to a review by the Community Planning Division (Osei to Zhang, September 28, 2004), the subject application is also consistent with the 2002 General Plan Development Pattern policies for the Developed Tier. The

master plan also recommends placing a high priority on continual rehabilitation of existing old living areas through both public and private actions. The subject application thus conforms to the master plan recommendations.

9. ***Landscape Manual:*** The proposed residential revitalization is not exempt from the requirements of the applicable sections of the *Landscape Manual*, because the proposed development is to

demolish all existing buildings and parking and replace them with new buildings, parking, landscaping, and other site amenities. But, per Section 27-445.09 (b)(6) (CB 58-2001), the renovation project shall comply with the requirements of the *Landscape Manual* to the extent that is practical.

- a. Section 4.1(g) requires a minimum of one major shade tree per 1,600 square feet or fraction of green area provided. The landscape plan provides 210 shade trees and 518 ornamental and evergreen trees. A review by the Urban Design Section indicates that the landscape plan does not calculate the required trees per the *Landscape Manual* criteria, but does provide more trees than Section 4.1 (g) requires. The *Landscape Manual* employs green area to calculate the required shade trees, but the landscape plan uses the number of lots instead. Since the entire site is treated as one lot and the proposed development is in a condominium regime, calculation of the required shade trees by the number of lots is not correct. A condition of approval, which requires the applicant to revise the landscape plan to employ the schedule and formula of the *Landscape Manual*, has been proposed in the recommendation section of this report.
- b. Section 4.3(b), Perimeter Landscape Requirements, requires a minimum of a five-foot-wide landscape strip for sites over 10,000 square feet between the parking lot and any adjacent property line to be planted with one tree and three shrubs per 35 linear feet of parking lot perimeter adjacent to property line. The DSP has five segments of property boundary areas that have parking lots adjacent to the adjacent property. The landscape plan does not show compliance with Section 4.3(b). But a review by the Urban Design Section indicates that the landscape plan is in general compliance with the requirements of Section 4.3(b) because the landscape plan shows a ten-foot-wide landscape strip in the locations identified above. A condition of approval has been proposed in the recommendation section to require the applicant to provide the landscape schedules per Section 4.3(b).
- c. The subject site is adjacent to Historic Site #72-2 Beall's Pleasure, to the north. Per Section 4.7, Buffering Incompatible Uses, a Type D bufferyard shall be provided if a development is adjacent to a designated historic site. A Type D bufferyard requires a 50-foot building setback and a minimum of a 40-foot-wide bufferyard to be planted with 160 plant units per 100 linear feet of property line. The landscape plan shows all buildings being out of the 50-foot setback and a 40-foot-wide bufferyard for most of the boundary area except for the middle portion where a segment of an internal street encroaches approximately six feet into the bufferyard. In addition, a six-foot-high wrought iron fence with brick piers that is similar to the fence along both entrance areas is shown along the entire site boundary. The applicant also has undertaken a sight line analysis from the historic site to the proposed development and concluded that sufficient buffering will be in place because the historic building is about 350 feet from the development site and the portion of the historic site abutting the development site is currently wooded. The Urban Design Section believes that the intent of buffering the incompatible uses has been met through the combination of the proposed bufferyard and wrought iron fence with brick piers on the subject site and the existing wooded area on

the adjacent historic site.

To the west of the subject site is a warehouse in the I-1 Zone, which is a high-impact use. Per Section 4.7, a Type D bufferyard also is required. The landscape plan shows that all buildings are out of the setback area and there is a ten-foot-wide landscape bufferyard and a six-foot-high solid wood fence along the boundary area. A wooded steep slope exists on the adjacent warehouse property starting right off the boundary line of the subject property. The elevation drops at least 14 feet lower than the subject site. Given the natural division of the two sites, the Urban Design Section believes that the intent of buffering the incompatible uses has been met by the buffering measures with the required plant units per Type D bufferyard as shown on the landscape plan.

To the east of the subject site there is a funeral parlor in the commercial zones. A Type B bufferyard is required. The Type B bufferyard requires a 30-foot building setback and a 20-foot-wide bufferyard to be planted with 80 plant units per 100 linear feet of property line. The landscape plan provides a ten-foot-wide bufferyard with the required plant units along with a six-foot-high solid wood fence. All buildings meet the setback requirement, with only several segments of the internal street within 20 feet of the boundary line, but all are out of the ten-foot-wide bufferyard. The Urban Design Section believes the intent of buffering the incompatible uses has been met by the buffering measures shown on the landscape plan.

The landscape plan has several notes referring to alternative compliance from Section 4.7 requirements. Since this is a residential revitalization project, the alternative compliance process is not applicable. CB-58-2001 calls for compliance with the requirements of the *Landscape Manual* to the extent that is practical. The proposed landscaping of the subject application as shown on the landscape plan meets the intent of CB-58-2001 regarding compliance with the requirements of the *Landscape Manual*.

10. **Woodland Conservation Ordinance:** The property is not subject to the provisions of the Prince George's County Woodland Conservation Ordinance because although the entire site is more than 40,000 square feet in area, there are less than 10,000 square feet of existing woodland. A Type I tree conservation plan is not required.

A letter of exemption from the Woodland Conservation Ordinance has been issued for this site. The exemption letter is valid through February 5, 2006.

11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
  - a. The Community Planning Division, in a memorandum dated September 28, 2004, concluded that the application is consistent with the 2002 General Plan Development Pattern policies for the Developed Tier and the land use recommendations of the 1993 approved Landover and Vicinity Master Plan.



- b. The Transportation Planning Section, in a memorandum dated February 11, 2005, indicated that the site plan as presented is acceptable. The staff is concerned with lack of direct and adequate pedestrian connection from the subject site to the existing Landover Metro Station and recommends a pedestrian connection to the Metro Station.

*Comment:* The subject site is within close vicinity to the Landover Metro Station. However, the walking distance from the subject site to the station is almost a mile. Between the station and the subject site is the existing industrially-zoned land currently used as a warehouse. Walking to the Metro station is possible but not practical due to safety concerns. The applicant has proposed a bus shuttle service to serve the project and the site plan has also shown two bus stops.

In a separate memorandum from the Transportation Planning Section dated August 30, 2004, on detailed site plan review for master plan trail compliance, the trails planner stated that the adopted and approved Landover and Vicinity Master Plan identified Landover Road (MD 202) as an important sidewalk corridor. The State Highway Administration has already completed road frontage improvements including sidewalks, brick crosswalks, and landscaping for this segment of Landover Road. The trails planner recommends several additional connections to be in place in order to better link the site with the existing sidewalk facilities along Landover Road and 75<sup>th</sup> Avenue. A condition of approval has been proposed in the recommendation section of this report to require that the applicant provide the sidewalk connections on both sides of the entrance drive off 75th Avenue prior to certificate approval of this DSP..

- c. The Environmental Planning Section, in a memorandum dated August 6, 2004, recommended approval of the subject DSP. Because the site is located directly adjacent to Landover Road (MD 202), which is an arterial roadway and a noise generator that impacts the subject property, the staff has proposed two traffic noise-related conditions, one of which deals with the outdoor noise level impacting activity areas and the other concerns the building interior noise level that should be fulfilled prior to certificate approval of this DSP.

*Comment:* The applicant has agreed to fulfill the interior noise level requirements, but indicated that the mitigation measure proposed by the environmental planner will be in conflict with the site design intent to open up the project to the public streets and to provide visual connection between the streets and the subject site for public safety concerns. Since the site is designed to have three building sticks purposefully oriented toward Landover Road (MD 202) that will provide a sound barrier for most of the site frontage, compared to the existing apartment complex that has no noise mitigation at all, the noise intrusion into the subject site will be greatly reduced. In a message dated February 4, 2005 (Lammers to Zhang), the Supervisor of the Environmental Planning Section indicated that for safety reasons (visual access for police and others driving by) and to reduce the areas for potential graffiti, staff will withdraw its request for mitigation of outdoor noise from Landover Road.

- d. The Department of Housing and Community Development, Prince George's County, in a memorandum dated August 31, 2004, stated that the project is in conformance with the

county's Consolidated Housing and Community Development Plan.

- e. The Subdivision Section in a memorandum dated August 6, 2004, noted that there is no exemption from the Subdivision Regulations based on the proposed use of Residential Revitalization. The staff further explained that one exemption from the requirements of filing a new preliminary plan of subdivision is to vest the existing development by proving that the existing gross floor area on the site exceeds 5,000 square feet, and constituting at least 10 percent of the site area, and was constructed pursuant to building permits issued on or before January 1, 1991.

*Comment:* In a letter dated September 7, 2004, the applicant provided the records from the Maryland Department of Assessments and Taxation for the various tax accounts that compose the subject property, an aerial photograph from 1980, a tax map from 1981, and a site plan that depicts the current improvements on the subject site. The tax accounts indicate that the dates of construction are 1964, 1965, 1966 and 1968, which predated 1991 as shown in the above subdivision comments. Those documents further demonstrate that the existing gross floor area on the site exceeds 5,000 square feet and constitutes at least 10 percent of the site area. As a result, the subject site is exempt from the requirement of filing a new preliminary plan of subdivision. However, the applicant must vest the existing development. A condition of approval has been proposed in the recommendation section of this report.

In addition, staff also notes that additional information regarding the legal division of the property in the past and the existing structures should be provided on the site plan. A condition of approval has been proposed in the recommendation section to require the applicant to provide the identified information in the form of site plan notes.

- f. The State Highway Administration (SHA), in a memorandum dated January 12, 2005, indicated that the applicant needs to coordinate with the SHA Engineering Access Permitting Division to determine the extent and permitted improvements within Landover Road (MD 202). A condition of approval has been proposed in the recommendation section of this report.
- g. The Historic Preservation and Public Facilities Planning Section, in a memorandum dated July 20, 2004, concluded that the proposed development will be within the adequate coverage area of the nearest existing fire/rescue facilities for fire engine, ambulance, paramedic and ladder truck service. The project is also within the service area for Police District III-Landover. This is provided for information only as there is no requirement for a finding of adequate public facilities at the time of detailed site plan.
- h. The Department of Environmental Resources of Prince George's County, in a memorandum dated July 22, 2004, stated that the site plan for Hunter's Ridge is consistent with the approved stormwater concept plan.
- i. The Historic Preservation and Public Facilities Planning Section, in a memorandum dated January 4, 2005, provided a comprehensive background review of Historic Site #72-2,

Beall's Pleasure, which is listed in the National Register of Historic Places (1979). Staff raise concerns about proper labeling of this historic site and the proper buffer of the site from the proposed development to its southeast. The staff has proposed three conditions, two of which have been incorporated into the recommendation section of this report.

- j. The Permit Review Section, in a memorandum dated July 12, 2004, provided 11 comments and questions on this application. All the concerns and questions have been addressed and answered by the revised site plans.
- k. The Fire/EMS Department of Prince George's County, in a memorandum dated September 1, 2004, provided a standard memorandum listing all applicable regulations regarding access for fire apparatus, fire lane, location and performance of fire hydrants. The staff indicates that the minimum width of a private road should be 20 feet and a fire lane should be able to accommodate the turning radius of a 43-foot wheel base vehicle.

*Comment:* The grid street pattern of this project provides easy access to the fire apparatus. However, certain segments of internal street are only 18 feet in width. A condition of approval has been proposed in the recommendation section of this report to require the site plan be revised to meet the requirement of the Fire/EMS Department.

- 12. As required by Section 27-285(b), the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

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 APPROVED the Detailed Site Plan DSP-04010, subject to the following conditions:

- 1. Prior to certificate approval of this detailed site plan, the applicant shall:
  - a. Provide a standard sidewalk along both sides of the entrance road off 75th Avenue to connect the subject site to the existing sidewalk along 75th Avenue.
  - b. Add a site plan note to provide information on the legal division of the property and information on the existing structures.
  - c. Provide a site plan note to appropriately note the status of the adjacent Historic Site # 72-2, Beall's Pleasuree
  - d. Revise the landscape plan per the requirements of Sections 4.1(g) and 4.3(b).
  - e. Revise the landscape plan schedule to delete any reference to alternative compliance from the *Landscape Manual*.

- f. Add a brick elevation tracking table to the site plan.
  - g. Revise the width of all internal streets to be a minimum of 20 feet or otherwise satisfy the requirements of the Prince George's County Fire Department.
  - h. Provide the details of an entrance feature noting the historic status of Beall's Pleasure to be reviewed and approved by the Historic Preservation and Public Facilities Planning Section as the designee of the Planning Board.
  - i. Revise the rear architectural elevation of the building in the southeast corner of the subject site, which is partially visible from Landover Road (MD 202), to include additional window and trim treatment similar to the treatments of both front and highly visible side elevations.
  - j. Revise the development data table.
  - k. Provide a site plan note as follows:

"A minimum 60 percent of all townhouse units shall have a full front facade (excluding gables, bay windows, trim and doors) of brick. A minimum 60 percent of front elevation of the stacked townhouse units shall have brick finish."
2. Prior to issuance of permits, the applicant shall:
- a. Record the final plat of the subject property among the Land Records of Prince George's County.
  - b. Provide evidence to the Urban Design Section that the proposed improvements within the right-of-way of Landover Road (MD 202) have been approved by the State Highway Administration
3. Prior to issuance of any building permits for the proposed residential structure, the applicant shall submit certification by a professional engineer with competency in acoustical analysis to the Urban Design Section demonstrating that the design and construction of buildings within the noise corridor of Landover Road (MD 202) will reduce the interior noise level to 45 dBA Ldn or less.
4. Prior to issuance of the 250th building permit, the applicant shall provide \$500,000 toward the construction of recreation facilities in the surrounding community to an appropriate public agency or community organization.
5. The 10 condominium units and the 14 townhouse units that are oriented toward Landover Road (MD 202), as well as the 12 townhouse units that are oriented toward 75<sup>th</sup> Avenue (as shown on

Staff Exhibit A), shall have a full front brick facade.

6. The condominium units and the townhouse units (as shown on Staff Exhibit A) are designated as high visibility units. The side elevations of the high visibility units shall consist of one story of brick and a minimum of two architectural features in a balanced composition as shown on the submitted architectural elevations.

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 Harley, seconded by Commissioner Eley, with Commissioners Harley, Eley, Vaughns, Squire and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, February 24, 2005, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 17th day of March 2005.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:HZ:rmk