

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 November 29, 2007 regarding Detailed Site Plan DSP-06080 for D'Arcy Park North, the Planning Board finds:

1. **Request:** The subject application is for approval of 247 townhouse, 82 two-family, and 168 multifamily residential condominium units, private recreational and stormwater management facilities.
2. **Development Data Summary:**

	Existing	Proposed		
Zone	R-R	R-R		
Uses	Vacant	Residential		
Acreage (in the subject SDP)	72	72		
Lots	0	0		
Parcels	4	4		
Units	0	497 Total		
Unit Types	0	Multifamily	Single-Family Attached	Two-Family Attached
		168	247	82

Parking Tabulation

Use	Required	
Townhouse (247 Units)	504 Spaces	
Two-Family Attached (82 Units)	164 Spaces	
Multifamily Condominium (168 Two-Bedroom Units)	420 Spaces	
Community Building	Multipurpose Room (1,415 square feet)	18 Spaces
	Library/Business Center (447 square feet)	6 Spaces
	Exercise Room (473 square feet)	6 Spaces
	Lobby (807 square feet)	0 Spaces
	Homeowners' Office (183 square feet)	1 Space
	Men's/Women's Locker Rooms (740 square feet)	0 Spaces
	Lifeguard Office (130 square feet)	0 Spaces
	Pool Equipment Room (166 square feet)	0 Spaces
Community Pool (248 persons maximum occupancy)	36 Spaces	
Total		1,155 Spaces
Of which		22 Handicap

Type	Provided
Standard (9.5' X 19')	1,254
Compact (8' X 16.5')	0
Handicap	22
Total	1,276

3. **Location:** The subject project is located in Planning Area 78 and Council District 6. More specifically, the property is located in the northeastern quadrant of the intersection of the Capital Beltway (I-495) and D'Arcy Road in Upper Marlboro.
4. **Surrounding Uses:** The subject site is surrounded by the Capital Beltway (I-495) to the west, single-family detached homes in the R-R Zone and the Little Washington Local Park to the east and D'Arcy Road, industrial uses in the I-1 Zone and Little Washington, a subdivision composed of single-family detached homes in the R-R Zone, to the south. The roughly triangularly shaped site includes a rectangular projection on its eastern side, which is bounded by vacant land and single-family detached homes in the R-R Zone to the north, Sansbury Road to the east and Little Washington Park to the south. Across D'Arcy Road are industrial uses in the I-1 Zone, a single-family detached home in the R-R Zone and D'Arcy Park South, the subject of DSP-06079.
5. **Previous Approvals:** The proposed project is subject to the requirements of Preliminary Plan of Subdivision 4-05113, approved on October 26, 2006, and formalized in PGCPB Resolution No. 06-219. In addition, the site has an approved Stormwater Management Concept Plan, 8276-2006-00, which is valid until July 10, 2010.
6. **Design Features:** Access to the site is provided from D'Arcy Road to the south and Sansbury Road to the east via Road A, a four-lane divided collector facility. Internal circulation is organized by a network of private streets and alleys. A majority of the townhouses are accessed from the rear and are mainly concentrated in the southern portion of the site, with the multifamily buildings situated to the north. A centrally located community center is proposed at the intersection of the two main internal roadways, Road A and Road C, which traverse several natural features in the center of the site and provide access to the multifamily buildings to the north. A noise attenuation wall is proposed for a portion of the shared property line with the Capital Beltway (I-495). Several retaining walls are proposed within the development.

The following architectural models are included in the subject application:

Single-family attached, Ryan/NV Homes

Model		Base Finished Area (Square Feet)
Astor	Level Entry	2,064
	Mid-Level Entry	2,045
	Basement Level Entry with Front Garage	2,112
	Basement Level Entry with Rear Garage	2,056
Carnegie	Level Entry	2,267
	Mid-Level Entry	2,527
	Basement Level Entry with Front Garage	2,339
	Basement Level Entry with Rear Garage	2,337
Fairgate	Level Entry Trim A	1,962
	Level Entry Trim B	1,962
Hazelton	Basement Level Entry at Garage	2,109
	Basement Level Entry	2,451
Norwood	Basement Level Entry at Garage	2,925
	Basement Level Entry with Garage with Side Entry	2,833
	Basement Level Entry with Front Entry	2,800
	Basement Level Entry with Side Entry	2,815
Vanderbilt	Level Entry	1,480
	Mid-Level Entry	1,480
	Basement Level Entry with Front Garage	1,755
	Basement Level Entry	1,843

Two-Over-Two, NVR

Model	Square Feet
Matisse	1,642
Picasso	2,641

Multifamily, Ryan Homes

Windsor	4-Story, 12 Unit Building with Elevator and Structured Parking
	4-Story, 16 Unit Building with Elevator
	3-Story, 12 Unit Building with Elevator
Hampton Court	4-Story, 16 Unit Building with Elevator
	3-Story, 12 Unit Building with Elevator

The proposed architectural models for the single-family attached and two-over-two units feature traditional detailing such as keystone, dentil molding, dormers, front doors accented with pediments and pilasters, paneled shutters, brick rowlock windowsills, brick water tables, and bay windows. All six townhouse models feature an optional garage and basement and are treated with either vinyl siding, brick veneer or a combination of the two. The two-over-two units feature a mixture of vinyl siding and brick veneer. Several of the proposed townhouse models do not include two standard end wall features.

The multifamily buildings incorporate many of the same architectural design features and are demonstrated with a combination of brick or stone veneer and vinyl siding. Balconies are located at regular intervals, providing visual interest and a feeling of depth. Several projections break up the monotony of both the façades and roof lines. The two products offered for the four-story multifamily buildings included in the project are the “Windsor” and the “Hampton Court.” The Windsor model presents a façade identical on the fronts and rears, in terms of massing, fenestration, and use of materials. The front entrance is not located centrally, nor is it architecturally accentuated. Rather, it is off-center and decorative features immediately adjacent are more architecturally accented. In addition, it is offered alongside a number of openings of various sizes that provide visual entree into the structured parking proposed on the ground floor of the buildings. The arched openings are enhanced with a decorative row lock with a keystone and wrought iron fencing is used to partially close them off. The materials are a mix of a variety of colors of brick and siding and the details include decorative window design, including arched central windows, window lights above the central windows in dome clustered windows and on the sides of the front door, reverse gables, decorative lintels, balconies and some unidentified architectural detail in the upper stories immediately adjacent to the front door. The side facades are either blank or have brick on the first story or a façade with regular fenestration (windows only) with brick on the first story. The architecture of the Hampton Court features a centrally-located, covered entrance, which creates a focal point for the front façade and features a standing seam metal roof and tapered columns. The glass entry door is topped with fanlights and flanked by sidelights. Immediately above the entrance is a two-story arched casement window. The relationship and repetition of windows, projections, recessed balconies, roof lines and materials produces a logical, rhythmic aesthetic.

The subject application did not include the details or the locations of any proposed signs within the development.

The subject detailed site plan proposes the following recreational facilities:

- 1 Community Building including a 1,415-square-foot multipurpose room, a 473-square-foot exercise room, men's and women's dressing rooms, a lifeguard office, and a pool equipment room
- 1 Swimming Pool
- 1 Wading Pool
- 1 Open Play Area

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The proposed multifamily and townhouse uses are permitted by Section 27-441(b) Table of Uses, Footnote 79, for Residential Zones. Further, that footnote specifies that the development regulations as specified in Sec. 27-442 do not apply in certain cases. More specifically, it states that the requirements of the Zoning Ordinance regarding lot size, coverage, frontage, setbacks, density, bedroom percentages and other requirements shall not apply in cases where multifamily and townhouse units are proposed in the R-R Zone to replace existing surface mining or Class III fill operations and are located directly adjacent to an interstate. Further, the footnote states that those cases shall set their own development regulations on a case by case basis, when a particular detailed site plan meeting the above described criteria is reviewed and approved by the Planning Board and/or the District Council.

The plan proposes 82 two-over-two units, a use that is currently **not** permitted on the subject site by the Zoning Ordinance provisions described above. Two-over-two units are defined as two-family dwellings and are not a permitted use in the R-R Zone pursuant to Section 27-441(b). Therefore, a condition has been incorporated in the recommendation section of this report requiring the replacement of the two-over-two units with single-family attached units prior to signature approval.

8. **2007 Westphalia Sector Plan and Sectional Map Amendment:** The sector plan contains the following design principles for development in residential areas, embodied in Council Resolution CR-2-2007, which apply to the review of this detailed site plan application:

“Design Principles:

- Design new low- to medium-density residential neighborhoods that are varied in housing styles and architecture and promote best practices for residential design:
 - Feature the same quality design and treatments on the exposed façades as on the front façade of highly visible residences on corner lots and elsewhere.

- Create varied architecture and avoid flat façades by using bays, balconies, porches, stoops, and other projecting elements.
- Design single-family detached and attached homes and multifamily buildings so the mass of the living space and the front door dominates the front façade:
 - Require garages that are hidden or clearly subordinate to the main structure and do not project beyond the main façade of residential buildings.
 - Arrange driveways so that cars are parked to the side or rear of the house or otherwise hidden from the street.
 - Promote rear alleys to have access to parking and garages for residences that are sited back-to-back.
- Incorporate a variety of housing types in single-family projects/subdivisions:
 - Build townhomes and small lot single-family homes to add diversity to neighborhoods or as a transition between higher density units and lower density single-family neighborhoods.
 - Allow the use of detached accessory dwelling units.
- Maximize the number of windows facing public streets.”

Comment: In keeping with the intent of the sector plan, staff, by recommending a condition below, suggest upgrading the treatment of the side elevations of all highly visible attached units and multifamily buildings, to include materials and detailing comparable in quality of design to the front façade. Windows should be included on the side elevations of the multifamily architecture. On all elevations provided for townhouses without a gable on the front façade, dormers should be required in order to reduce the single plane of roof area. Units along the main roadways of the development are designed with rear-load garages; therefore, front facades are not dominated by garage doors in these locations. Where possible, rear alleys service units that are sited back to back; however, many units on secondary, internal streets feature front-load garages. For those units that will have garages on the front façade: NVHomes Vanderbilt model is preferred for front garage as it has a one-car garage door, Ryan Homes (Hazelton and Norwood) and NVHomes (Astor and Carnegie) should be revised to include a one-car garage, or if the two-car garage door is to be utilized, a carriage style garage door with decorative hinges and handles should be used to provide interest and detail. The doors should be a non-white color and the applicant should work with staff to explore the option of providing a two-tone garage door in order to break-up the mass of the door and provide the illusion of two separate garage doors. The doors should be accentuated with white trim, where appropriate, to produce a cohesively designed façade. A condition below requires the use of this type of door. The townhouse portion of the development is situated adjacent to the existing single-family detached community of Little

Washington and serves as a transition to the taller and denser multifamily structures that are located adjacent to the industrial uses to the south and I-495 to the east. Conditions have been included in the recommendation section of this report that would bring the proposed architecture in accordance with the design principles of the 2007 Approved Westphalia Sector Plan.

The sector plan policies and strategies promote the development of gateways at key intersections into the Westphalia Sector Plan area, including D'Arcy Road at the Capital Beltway:

“Design Principles

Design designated gateways to include at least the following design elements:

- Landmark elements such as entrance signage, artwork, and monuments constructed on features such as stone or masonry, decorative columns, water features, or clock towers.
- Landscape design including both softscape and hardscape.
- Resting and recreation facilities, information kiosks, or other amenities as appropriate”

Comment: The applicant has offered an enhanced entranceway. In addition to typical gateway signage integrated with a wall design, the applicant has offered extensive brick paving at the entranceway, including a wide bricked crosswalk, a pedestrian entrance feature formed by two brick columns spanned by a bricked archway (with EIFS detailing for contrast), enhanced landscaping, and a median island with a trellis in four low brick base elements. It is staff's opinion that the gateway meets the design principles of the 2007 *Approved Westphalia Sector Plan and Sectional Map Amendment*.

9. ***Landscape Manual:*** The project is subject to the requirements of Sections 4.1(f), Residential Requirements for townhomes and two-family dwellings, 4.1(g), Residential Requirements for multifamily dwellings, 4.3(a), Parking Lot Landscape Strip Requirements, 4.3(c), Parking Lot Interior Planting Requirements, 4.6, Buffering Residential Development from Streets and 4.7, Buffering Incompatible Uses. The plans do not show schedules for Section 4.1(f), 4.1(g) or 4.3(c). Schedules should be provided pursuant to Section 4.3(c) for all parking lots in excess of 7,000 square feet. The 4.7 schedule labeled on the plans as Bufferyard No. 1 should be revised to demonstrate the requirements of the townhouse units and multifamily units separately, as these uses require A and B bufferyards, respectively, when adjacent to a single-family detached use. In addition, a Type D bufferyard required pursuant to Section 4.7 in the southeastern corner of the development where Parcel 291 is immediately adjacent to the industrial use to the south will, by administrative interpretation of the *Landscape Manual*, be provided on the adjacent lot when it is developed. Due to their weak nature, the Virginia Pines proposed within the development should be replaced with a heartier evergreen species. Several conditions have been incorporated in the recommendation section of this report requiring these revisions prior to signature approval of this detailed site plan.

10. **Woodland Conservation Ordinance:** The site is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because it has a previously approved Tree Conservation Plan, TCPII/78/92. A Type I Tree Conservation Plan, TCPI/22/06, has been reviewed as required.

Revisions to the TCPII worksheet are required. The site has a previously approved TCPII for 66.26 acres of the 71.92 acre site. That portion of the site originally contained 64.21 acres of woodland, of which 43.09 acres were cleared. The original acreage of woodland is not reflected in the TCPII worksheet. A phased worksheet is required to note the previous clearing of the site. Phase I needs to reflect the woodland cleared as a result of mining. Phase II must reflect the proposed clearing with this application.

The site has a state permit (P-410-505-372) for mining operations on the southern half of the site. This permit is still open and it appears, to date, the site is still being mined. The TCPII shows existing woodlands within the limits of mining to be counted as woodland preservation. Because the permit is still open, the existing woodland within the limits of mining cannot be counted as woodland preservation. If, after the permit is closed and all mining operations have ceased, woodland within the limits of mining still remain, that woodland may be counted as preservation if it is found to be adequate. The recommended revisions will not affect the proposed layout of the site.

Recommended Condition: Prior to certification of the Detailed Site Plan, the current TCPII shall be revised to provide a phased worksheet. Phase I shall consist of woodland cleared under the current mining permit. Phase II shall consist of the proposed woodland clearing with this application.

Recommended Condition: Prior to certification of the Detailed Site Plan, The TCPII shall be revised to eliminate woodland within the limits of mining as being counted toward the woodland conservation requirement. If, after the permit is closed and all mining operations have ceased, woodland within the limits of mining still remain, that woodland may be counted as preservation if it is found to be adequate. The plan shall be revised accordingly and submitted for approval by the Planning Board or its designee.

Comment: The Environmental Planning Sections' recommended conditions have been incorporated in the recommendation section of this report.

11. **Preliminary Plan of Subdivision 4-05133:** The applicable conditions of the preliminary plan of subdivision have been incorporated in various referral comments in Finding 12 below.
12. **Urban Design Analysis:** The proposed recreational facilities are concentrated in one location within the development. While this location should be easily accessible for many of the community's residents, the residents of the multifamily buildings in the northern portion of the site will have to travel a substantial distance in order to utilize these amenities. Additional recreational facilities are recommended for each of the multifamily clusters in the northern portion of the site to more

conveniently service these residents. Furthermore, details for the proposed recreational facilities were not included in the subject application. These details should include construction details of the pool area and all elements of the Community Center area. This information will be required, per a recommended condition, for review and approval prior to certification of this detailed site plan. A noise attenuation wall is proposed for portions of the site's eastern edge, adjacent to I-495. However, exact details and specifications of the construction of this wall have not been included on the plans. A condition has been included in the recommendation section of this report requiring these details, including construction material, wall thickness and wall height, prior to signature approval of this detailed site plan. Details of the proposed retaining walls are likewise absent from the plans and are required to be reviewed and approved, per a condition below, prior to signature approval of this detailed site plan. A 42-inch vinyl security fence is proposed to be located on top of the retaining walls. Staff recommends the replacement of this fence with a durable, non-wood, non-chain link, rail style alternative. A condition has been incorporated in the recommendation section of this report, which would require the replacement of this fence prior to signature approval. Although details of the proposed dumpster enclosure were provided on the plans, they should be revised to indicate brick walls and vinyl gates. A condition had been included, which would require this revision prior to signature approval.

While the architecture of the townhouse units is generally acceptable, some side elevations fail to include a minimum of two standard features. A condition has been incorporated in the recommendation section of this report that would require that all side elevations of the townhouse units demonstrate a minimum of two standard endwall features. In addition, the applicant is proffering three endwall features on highly visible units. However, it is staff's position that additional units are highly visible and should include three endwall features and similar treatment in terms of quality of materials and detailing to the front elevation. The elevations should specify which additional feature will be standard for highly visible units. Staff further recommends that these three features should be organized in order to provide a reasonably balanced composition. Although brick is shown as an option on all townhouse models, staff recommends that a minimum of 80 percent of these units should be required to feature a brick front. Likewise, architectural shingles should be included on all units to enhance their overall aesthetic. In addition, the units which back up to the Beltway should feature brick rears in order to enhance the viewshed for passing motorists. These requirements, which will help guarantee that a level of quality appropriate to this gateway to the Westphalia area is maintained throughout the development, have been incorporated as recommended conditions of approval of this detailed site plan.

The architecture for the multifamily buildings likewise lacks interest and detail on some side elevations. Some optional side elevations do not include any windows. A condition has been incorporated requiring the revision of the architecture for the multifamily buildings to indicate that all optional windows on the side elevations are standard and the side elevations should be revised to meet the design principal of the 2007 sector plan that suggests the creation of varied architecture, and that flat facades be avoided by using bays, balconies, porches, stoops and other projecting elements. Such redesign is recommended to be approved by the Urban Design Section as designee of the Planning Board. In addition, the architecture of the Windsor should be revised to include arched wrought iron railing in the large rectangular opening to the parking garage to match the railing provided in the additional openings. The multifamily units should also be

labeled on the detailed site plan to indicate which model is proposed at each location. A condition has been included, which would require this prior to signature approval.

It is staff's position that landscaping should be included in the median of Road A. Although street trees were provided along all secondary internal streets, they were not incorporated in the design of the development's major roadway, Road A. In keeping with the vision of the sector plan of establishing a more walkable community, street trees should be provided, where possible, along both sides of Road A in order to soften the streetscape and provide a more human scale for pedestrians. The design of street lights should coordinate with the overall design of the community and further enhance the streetscape. Details of the proposed street lights should be submitted to, reviewed, and approved by Urban Design staff as designee of the Planning Board prior to signature approval of this detailed site plan—unless modified by DPW&T if streets or lights are located in the right-of-way.

13. **Referral Comments:** The subject application was referred to concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Historic Preservation**—In comments dated May 15, 2007, the Historic Preservation Section stated that the subject project would have no effect on historic resources.
 - b. **Archeological Review**—In a memorandum dated May 21, 2007, the staff archeologist stated that a Phase I archeological survey was completed in November 2005 on the D'Arcy Park North Property under Preliminary Plan of Subdivision 4-05113. No archeological sites were identified and no further work recommended. Historic Preservation staff concurred with the report's findings that no additional archeological work was necessary on the D'Arcy Park North Property. In closing, they stated that the final report on the site, *A Phase I Archeological Survey of the D'Arcy Road North Property, Prince George's County Maryland, Preliminary Plans 4-5113 and 4-05116*, was received and accepted by Historic Preservation staff in April 2006 and that no further archeological work is necessary on the D'Arcy Park North Property.
 - c. **Community Planning**—In a memorandum dated June 21, 2007, the Community Planning South Division stated that:
 - (1) The application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developing Tier.
 - (2) The application conforms to the land use recommendations in the 2007 Westphalia Sector Plan for medium-density residential for the subject property. Guidelines for this area are contained in the approved plan text. D'Arcy Road at the Capital Beltway is identified as a gateway to the Westphalia area and the subject application should include appropriate design features.

The residential design principles of the 2007 sector plan include the designing of new low- to medium-density residential neighborhoods that are varied in housing styles and architecture and promote best practices for residential design, in accordance with the following design principals:

- Feature the same quality design and treatments on the exposed facades as on the front façade of highly visible residences on corner lots and elsewhere.
 - Create varied architecture and avoid flat facades by using bays, balconies, porches, stoops, and other projecting elements.
 - Design single-family detached and attached homes and multifamily buildings so the mass of the living space and the front door dominates the front façade.
 - Require garages that are hidden or clearly subordinate to the main structure and do not project beyond the main façade of residential buildings.
 - Arrange driveways so that cars are parked on the side or rear of the house or are otherwise hidden from the street.
 - Promote rear alleys to have access to parking and garages for residences that are sited back-to-back.
 - Incorporate a variety of housing types in single-family projects/subdivisions:
 - Build townhomes and small lot single-family homes to add diversity to neighborhoods or as a transition between higher density units and lower density single-family neighborhoods.
 - Allow the use of detached accessory dwelling units.
 - Maximize the number of windows facing public streets.
- (3) The approved sector plan proposes a major collector road (MD-634) across this application.
- (4) Council bill CB 37-2005 revised Zoning Ordinance Section 27-441(b) Footnote 79 to allow multifamily and townhouse residential development in the R-R Zone under circumstances that apply to this site.

- (5) Approximately half of the land area for this application is within the Andrews Air Force Base Air Installation Compatible Use Zone (AICUZ) Study 65-70 decibel (dB) noise contours.

d. **Transportation**—In a memorandum dated June 14, 2007, the Transportation Planning Section noted that transportation-related conditions, 21, 22 and 23, of preliminary plan of subdivision 4-05113 were still applicable to this site. In addition, with respect to site access, the subject development will be accessed by “Road A,” a four-lane divided, major collector facility, which creates T intersections with both D’Arcy and Sansbury Roads. Since the proposed development will be generating 3,601 trips daily through two access points, the transportation planner recommended that the applicant provide a left turn lane and acceleration and deceleration lanes consistent with DPW&T’s requirements at both intersections. The Transportation Planning Section then addressed internal site circulation, stating at the outset that they were not satisfied with many aspects of the proposed street network including the following:

- (1) Dead end streets are located where there is no opportunity for a vehicle to turn around, forcing the vehicles to back up long distances and increasing the potential for accidents.
- (2) Intersections along Street A are too close together, again increasing the possibility of accidents.
- (3) Street F should be terminated with a hammer-head turnaround just prior to Road A, eliminating its intersection with Street A.

Comment: In a discussion on August 21, 2007, the Transportation Planning Section indicated that this condition could be revised to require the relocation of the intersection of “Road A” and “Street F” to a location more internal to the site. This condition has been incorporated in the recommendation section of this report.

- (4) The two internal stub streets shown on Sheet C-1 as approximately 20 feet apart should be connected.
- (5) The partial right-in, right-out access approximately 125 feet from the site entrance at Sansbury Road should be eliminated.

Comment: The Transportation Planning Section’s recommended conditions have either been addressed through revisions to the plans or incorporated in the recommended conditions below.

e. **Subdivision**—In a memorandum dated July 12, 2007, the Subdivision Section indicated that the relevant preliminary plan has not received signature approval. In addition, a

reconsideration request was made at the time of Planning Board approval, which the applicant wished to postpone until further notice. Further, they stated that signature approval of the preliminary plan of subdivision will be required prior to signature approval of the subject detailed site plan. Lastly, they stated that although the applicant retained the same number of parcels and units, the mix has changed to 250 apartments and 247 townhomes whereas the preliminary plan approval was for 168 apartments and 329 townhomes, which may require verification that the new mix does not exceed the trips generated under the preliminary plans. A condition requiring signature approval of the preliminary plan of subdivision prior to signature approval of the subject detailed site plan has been included in the recommendation section of this report.

- f. **Trails**—In a memorandum dated July 17, 2007, the senior trails planner stated that the one master plan trail issue was identified in the approved Westphalia Sector Plan and that it, and pedestrian accessibility, were addressed at the time of the approval of the preliminary plan. Specifically, Condition 16 of Preliminary Plan of Subdivision 4-05113 required the construction of the master plan trail along Road A, the provision of bikeway signage, and the provision of internal sidewalks. More specifically, he suggested, with respect to the trail requirement, a Class II trail, which has already been completed along the northeastern side of Presidential Parkway where the road has been completed west of Woodyard Road, that it should be continued along the east side of Road A (MC-634) where it crosses each portion of the subject site (D’Arcy Park North and South), both north and south of D’Arcy Road. Further, he stated that it was correctly shown on the plans as an eight-foot-wide concrete walk on the south side of Road A. He stated that the Westphalia Sector Plan designates D’Arcy Road, currently an open section road with no sidewalks for the portion that runs outside the Beltway, as a master plan bikeway corridor. He then recommended that the bikeway be accommodated through the provision of two “Share the Road with a Bike” signs and standard sidewalks along D’Arcy Road. Further, he suggested that designated bike lanes or wide outside lanes should be considered at the time of road resurfacing or road improvement to safely accommodate bicycle traffic. Regarding pedestrian accessibility, he suggested sidewalks along D’Arcy Road, especially to improve access to the existing Arrowhead Elementary School. In addition, with respect to sidewalk connectivity and due to the density of the subject site and the desire for walkable communities expressed during the Westphalia charrette, he recommended the provision of standard sidewalks along both sides of all internal roads and along Sansbury Road as well.

Comment: The senior trails planner’s suggestions have either been addressed through revisions to the plans or are included in the recommendation section of this report.

- g. **Permits**—In a memorandum dated June 7, 2007, the Permit Review Section provided the following comments:
- (1) Parking schedule must be provided on the site plan.

- (2) Parking for the physically handicapped must be provided within the community center parking area.
- (3) If dwelling units will provide garages, the garages must be demonstrated on each unit in which garages are being provided.
- (4) All uses within the community center must be provided within the parking schedule.
- (5) Parking for the pool must be included within the parking schedule.
- (6) Parking for the physically handicapped spaces must demonstrate depressed curbing or ramping.
- (7) Provide sign locations and details if signs will be used as part of the project.

Comment: These requirements have been incorporated into the recommendation section of this report as conditions.

- h. **Environmental Planning**—In a memorandum dated August 14, 2007, the Environmental Planning Section provided the following comments:

The Environmental Planning Section has previously reviewed a majority of the site as Special Exception SE-4044 and TCPII/78/92 for surface mining. The Planning Board approved Preliminary Plan of Subdivision 4-05113 and TCPI/022/06 by PGCPB. No. 06-219. The site is subject to the CB-37-2005.

SITE DESCRIPTION

The site is 71.92 acres, zoned R-R, and is located on the east side of the Capital Beltway (I-95) approximately 50 feet north of D'Arcy Road in Hyattsville. Streams, wetlands, and 100-year floodplain occur on this site. The entire site drains into Ritchie Branch, a tributary of Southwest Branch Watershed located in the Patuxent River Basin. According to the "Prince George's County Soils Survey" the principal soils on this site are in the Adelpia, Beltsville, Bibb, Croom, Fallsington, Galestown, Sandy Land, Sassafras, Westphalia, and Woodstown series. The site also contains sand and gravel pits from past mining operations. Marlboro clay does not occur in this area. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program, rare, threatened, or endangered species do not occur on this property or on adjacent properties. No designated scenic or historic roads will be affected by the proposed development. The site is adjacent to the Capital Beltway (I-95), which is a source of traffic-generated noise. Based on the most recent Air Installation Compatible Use Zone Study released to the public in August 1998 by the Andrews Air Force Base, aircraft-related noise is significant. The site contains no elements of the Countywide Green

Infrastructure Plan. This property is located in the Developing Tier as reflected in the adopted General Plan.

Review of Previously Approved Conditions

The following text addresses previously approved environmental conditions related to the subject applications. The text in **BOLD** is the actual text from the previous cases or plans. The plain text provides the comments on the current application's conformance with the conditions.

PGCPB No. 06-219, File No. 4-05113

- 1. Prior to signature approval of the preliminary plan, the preliminary plan and TCPI shall be revised to reduce the impact associated with the road crossing identified on exhibit #9. Impacts identified on exhibits #10 and #11 shall be eliminated. All stormwater management ponds shall be designed with no impacts to the PMA with the exception of necessary outfalls.**

These conditions are addressed on the plans submitted with this application.

- 2. Prior to signature approval of the preliminary plan, the TCPI shall be revised to identify all proposed lots and parcels for the site and all proposed stormwater management facilities and outfalls.**

The current plan does not identify all proposed lots and parcels. The ponds and outfalls are identified on the TCPII.

Recommended Condition: Prior to certification of the Detailed Site Plan, the TCPII shall be revised to identify all proposed lots and parcels for the site.

- 3. Prior to the issuance of any grading permit, which impact the waters of the U.S., non-tidal wetlands, or the 25-foot wetland buffer, a copy of all appropriate federal and/or State of Maryland permits shall be submitted.**

This condition should be carried forward.

Recommended Condition: Prior to the issuance of any grading permit, which impact the waters of the U.S., non-tidal wetlands, or the 25-foot wetland buffer, a copy of all appropriate federal and/or State of Maryland permits shall be submitted.

- 6. All afforestation and associated fencing shall be installed prior to the issuance of the first building permit. A certification prepared by a qualified professional may be used to provide verification that the afforestation has been completed. It must include, at a minimum, photos of the afforestation**

areas and the associated fencing for each lot, with labels on the photos identifying the locations and a plan showing the locations where the photos were taken.

Comment: This condition should be revised for only the adjacent lots or parcels.

Recommended Condition: All afforestation and associated fencing shall be installed prior to the issuance of the first building permit for the adjacent lots or parcels. A certification prepared by a qualified professional may be used to provide verification that the afforestation has been completed. It must include, at a minimum, photos of the afforestation areas and the associated fencing for each lot, with labels on the photos identifying the locations and a plan showing the locations where the photos were taken.

8. At the time of the detailed site plan, the TCPI shall be revised to identify the location of all proposed outdoor activity areas.

This condition has been addressed on the TCPII. The current plan shows a community center in the central southern portion of the site.

9. Prior to approval of the preliminary plan, a revised preliminary plan and TCPI shall be submitted that show the location of the unmitigated 65 dBA Ldn noise contour.

The noise contour is shown on the TCPII.

10. Prior to acceptance of the Detailed Site Plan package, it shall be inspected to ensure that it includes a Phase II noise study that states the proposed noise mitigation measures and to ensure that these measures are shown on the DSP. The Phase II noise study shall address all traffic related noise and aircraft related noise. This shall include, but not be limited to noise impacts associated with Andrews Air Force Base, I-95, and the master planned road. All outdoor activity areas shall be mitigated to 65 dBA Ldn or less and all interior residential areas shall be mitigated to 45dBA Ldn or less.

A Phase II Noise Study addressing traffic-related noise was submitted with the Detailed Site Plan package. According to the study, a noise attenuation barrier in the form of a wall or berm must be used in order to mitigate outdoor noise impacts associated with the Capital Beltway (I-95) to below 65 dBA Ldn. The DSP and TCPII propose a noise wall along the eastern boundary adjacent to the I-95. It appears as though the proposed noise barrier will also serve as a retaining wall in the same section. The detail shown on the DSP does not specify the type of materials to be used to construct the wall or its intended thickness. For the proposed materials, the noise wall must be at a specific thickness to ensure that noise will be mitigated to below 65 dBA Ldn. More detail must be provided on the plan. Because the noise wall will also serve as a retaining wall, a detail must be

provided to show the specific construction of the retaining wall/sound barrier. The appearance of the wall will also be significant to the character of the community and should be evaluated prior to certification of the DSP.

It will not be possible to mitigate the outdoor activity areas for noise impacts associated with Andrews Air Force Base; however, proper construction materials must be used to ensure that the noise inside of the residential structures does not exceed 45dBA.

Recommended Condition: Prior to certification of the Detailed Site Plan, details and material samples for the proposed retaining wall/noise attenuation barrier shall be provided. Such details and materials shall be approved by the Environmental Planning Section for acoustical sufficiency and by the Urban Design Section as to aesthetics, both as designee of the Planning Board. The DSP and TCPII shall show a detail of the retaining wall/noise attenuation barrier and include the proposed materials and thickness of the barrier.

Recommended Condition: The following note shall be placed on the final plat:

“Prior to the approval of building permits for the proposed residential structures, the applicant, his heirs, successors and or assignees shall place on the building permit a certification by a professional engineer with competency in acoustical analysis demonstrating that the design and construction of the building shells will reduce interior noise levels to 45 dBA or less. Due to the proximity of Andrews Air Force Base, properties within this subdivision have been identified as possibly having noise levels between 65-75 dBA (Ldn) due to military aircraft overflights.”

Recommended Condition: Prior to final plat approval, the declaration of covenants for the property, in conjunction with the formation of a homeowners association, shall include language notifying all future contract purchasers of the proximity of the property to Andrew's Air Force Base and noise levels related to military aircraft overflights. The property is approximately two miles from the north end of the runway. The declaration of covenants shall include the disclosure notice. At the time of purchase contract with home buyers, the contract purchaser shall sign an acknowledgement of receipt of the declaration. The liber and folio of the recorded declaration of covenants shall be noted on the final plat along with a description of the proximity of the development to Andrew's Air Force Base and noise levels related to military aircraft overflights.

11. If a noise wall is proposed, that noise wall shall be located outside any woodland conservation areas.

The TCPII proposes a noise wall and it is located outside the woodland conservation areas.

- 14. At the time of the detailed site plan, a soils study shall be submitted that clearly defines the limits of past excavation and indicates all areas where fill has been placed. All fill areas shall include borings, test pits, and logs of the materials found. Borings and test pits in fill areas shall be deep enough to reach undisturbed ground.**

This condition has been addressed. A subsurface soil investigation dated August 20, 2005 included a sketch of the locations where Class III fill had been placed on the subject site. The report also included the location and results of 11 soil boring test pits. The purpose of the tests was to identify the depth of undisturbed ground on the site. A recent study dated June 13, 2007 included additional tests as required because the testing of two of the pits each failed to identify the depth of the undisturbed ground in those locations. Based on both submitted studies the depths of the on-site Class III fill areas range from five inches to 19 feet.

At the time of permitting, the appropriate agencies, including, but not limited to the Washington Suburban Sanitary Commission, the Prince Georges County Department of Public Works, and the Department of Environmental Resources, may require information in addition to these studies so that the safe removal and processing of the Class III fill material is properly addressed.

- 15. Prior to signature approval of the preliminary plan, copies of the approved Stormwater Management Concept plan and approval letter shall be submitted. The concept shall be reflected on all plans. The TCPI shall be revised to reflect the proposed stormwater management as shown on the approved Stormwater Management Concept plan.**

The approved Stormwater Management Concept plan and approval letter have been submitted for this site. The proposed concept is correctly reflected on the DSP and TCPII; however the existing and proposed easements are not shown on the plans. This information needs to be shown on the plan to ensure that the proposed woodland conservation is placed outside of the utility easements.

Recommended Condition: Prior to certification of the Detailed Site Plan, all plans shall be revised to show the existing and proposed easements. This shall include but not be limited to the required stormwater management easements, water easements, and sewer easements. Any woodland conservation within those easements shall be eliminated.

- 20. A Type II tree conservation plan shall be approved in conjunction with the detailed site plan.**

Comment: A Type II Tree Conservation Plan has been submitted with the Detailed Site Plan. Woodland conservation is discussed in detail in the Environmental Review Section below.

ENVIRONMENTAL REVIEW

1. An approved Natural Resources Inventory, NRI/139/05, was submitted with the application. There are streams, wetlands, and 100-year floodplain on the property. The FSD indicates three forest stands totaling 21.72 acres. Stands A and B are associated with steep slopes, highly erodible soils, and Waters of the US. Stand C is associated with hydric soils, and is characterized with low species diversity. The limits of mining are shown on the plan that contains existing woodland that could not be included in the FSD.

According to the Green Infrastructure Plan, none of the property is in or near any Regulated Area, Evaluation Area or Network Gap. Based upon this analysis, the only area of significant woodland is associated with Waters of the US, designated Stands A and B.

Recommended Condition: At time of final plat, bearings and distances shall describe a conservation easement. The conservation easement shall contain the Patuxent River Primary Management Area, and all adjacent reforestation/afforestation areas, excluding those areas where requests for impacts have been approved, and the plat shall be reviewed by the Environmental Planning Section prior to certification. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

Comment: The Environmental Planning Section’s recommended conditions have been incorporated in the recommendation section of this report.

- i. **Fire Department**—In a memorandum dated July 18, 2007, the Prince George’s County Fire Department offered comment on required accessibility to fire apparatuses from public streets, private road design, need for fire lanes, and the location and performance of fire hydrants.
- j. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated August 13, 2007, DPW&T offered the following comments:
 - (1) Right-of-way dedication and frontage improvements in accordance with DPW&T’s urban four-lane collector road standards are required for D’Arcy Road

and dedication and frontage improvements in accordance with DPW&T's Specifications and Standards are required for the proposed internal subdivision streets.

- (2) The development should be consistent with the proposed Westphalia Sector Plan.
- (3) An access study shall be conducted by the applicant and reviewed to determine the adequacy of access point(s) and the need for construction of an acceleration/deceleration lane with dedication of the additional necessary right-of-way along Sansbury Road.
- (4) Master Plan roadway A-66 lies within the property limits and must be addressed through coordination between The Maryland-National Capital Park and Planning Commission (MNCPPC) and DPW&T and will require right-of-way dedication and road construction in accordance with DPW&T's standards.
- (5) Full-width, 2-inch mill and overlay for all county roadway frontages are required.
- (6) All improvements within the public right-of-way, as dedicated to the county, are to be in accordance with the County Road Ordinance, DPW&T's Specifications and Standards and the Americans with Disabilities Act.
- (7) Conformance with DPW&T street tree and street lighting standards is required.
- (8) All storm drainage systems and facilities are to be in accordance with DPW&T's requirements.
- (9) The proposed site has an approved Concept Plan Number 8276-2006, dated August 1, 2007.
- (10) Cul-de-sacs are required to allow, as a minimum, turning movement for a standard WB-40 vehicle and a standard length fire truck. When considering turning movement, it is assumed that parking is provided on the outside edge or radius of the cul-de-sac.
- (11) Existing utilities may require relocation and/or adjustments. Coordination with the various utility companies is required.
- (12) Compliance with DPW&T's utility policy is required. Proper temporary and final patching and the related mill and overlay in accordance with the established "DPW&T Policy and Specification for Utility Installation and Maintenance Permits" are required.
- (13) A soils investigation report which includes subsurface exploration and geotechnical engineering evaluation for public streets is required.

Comment: These issues will be addressed during DPW&T's permit review process.

- k. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated June 8, 2007, WSSC stated that water and sewer extension will be required and because existing WSSC facilities are located on the site, a submission should be made to WSSC's Development Services Center. They went on, however, to offer the following comments:
- (1) WSSC will be unable to review the detailed site plan without water and sewer alignments.
 - (2) The water and sewer alignments shown on the TCPII are unacceptable to WSSC design standards.
 - (3) The plan shows several conflicts and inadequate horizontal clearances with curbing, sidewalks, stormdrains, buildings and also reversed water and sewer alignment locations, etc.
 - (4) The proposed water and sewer impacts streams, wetlands, steep slopes and buffers.
 - (5) The requirement of a minimum right-of-way width of 30 feet is required for both water and sewer lines installed in the same right-of-way at normal depth is not met.
 - (6) The minimum right-of-way width for one extension, either water or sewer installed at normal depth, is 20 feet.
 - (7) Installation of deep water and/or sewer mains will require additional right-of-way width.
 - (8) Minimum clearance between a building and a WSSC pipeline is 15 feet.
 - (9) WSSC requirements stipulate a minimum spacing between adjacent buildings with both water and sewer lines between them as 40 feet with a preference of 45 to 50 feet.
 - (10) Balconies and other building appurtenances are not to be within the right-of-way.
 - (11) Water and sewer should maintain a five-foot separation from storm drain pipeline, structures and other utilities.

Comment: A recommended condition below would ensure that WSSC's concerns are addressed prior to signature approval of the plans.

1. **The Maryland State Highway Administration (SHA)**—In a memorandum dated June 11, 2007, SHA indicated that it had no objection to the approval of the subject detailed site plan. In addition, it was noted that the subject development lies within the limits of SHA’s I-495 Capital Beltway HOV Feasibility Study. According to the available concept mapping the development will be impacted along its property boundary with I-495. The study proposes a two lane off ramp at the Ritchie Marlboro Road exit and therefore grading will be required to tie in the embankment. However, currently no structures are proposed by the D’Arcy Park North development in the impact area.

14. 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 Type II Tree Conservation Plan (TCPII/078/92-01) and further APPROVED Detailed Site Plan DSP-06080 for the above-described land, subject to the following conditions:

1. Prior to certification of the plans for the project, the following revisions shall be made or additional information submitted:
 - a. Relocate the intersection of “Road A” and “Street F” to a location more internal to the site. Such redesign shall be approved by the Transportation Planning and Urban Design Sections as designees of the Planning Board.
 - b. Applicant shall procure signature approval of Preliminary Plan of Subdivision 4-05113 and TCPI/22/06.
 - c. Two-over-two units (two-family dwellings) shall be eliminated from the plans and every two such units shall be replaced by one townhome, unless the use of two-over-two units are approved by the District Council.
 - d. The parking schedule shall be revised to reflect the shift in unit types from two-family to townhouse, if necessary.
 - e. Garages shall be shown and particularized on the plans. All front-loaded garage doors shall be carriage style with decorative hinges and handles and shall be a color chosen from a palette to be developed by the applicant, which shall not contain white. Colors shall harmonize with other colors on the façade on which the garage door is located. The applicant shall specify in what instance each color is to be utilized so as to ensure a pleasing final aesthetic composite design. The color palette and final design of all such

garage doors shall be approved by the Urban Design Section as designee of the Planning Board.

- f. Revise the architectural elevations so that townhouse sticks containing 7 or 8 units will have no more than two adjacent units without gables or dormers and townhouse sticks containing 6 units or less shall have no more than 1.
- g. Revise the Landscape Plan to provide necessary landscaping schedules pursuant to Sections 4.1(f), 4.1(g) and 4.3(c) of the *Landscape Manual*.
- h. Revise the 4.7 schedule for the bufferyard required between the townhouse and multifamily units and adjacent single-family detached uses, shown as Bufferyard No. 1 on the plans, to reflect the separate requirements of these two use categories.
- i. Provide detailed samples of the proposed construction material for the retaining walls. Materials shall be a masonry product and shall be approved by Urban Design staff as designee of the Planning Board.
- j. Revise the plans to indicate the height and the top-of-wall and bottom-of-wall elevations of each retaining wall at regular intervals (no greater than 40 feet) along the length of the wall.
- k. Include construction details of all elements of the entry feature at the intersection of Road A and D'Arcy Road including the square footage of lettering area for the gateway sign to be reviewed and approved by the Urban Design Staff as designee of the Planning Board.
- l. Revise the architecture of the multifamily buildings to indicate that all optional windows on the side elevations shall be standard and the side elevations revised to meet the design principle of the 2007 sector plan that suggests the creation of varied architecture, avoiding flat façades, and providing shadows and relief using the sketch offered by staff at the public hearing as a guide. Such redesign shall be approved by the Urban Design Section as designee of the Planning Board.
- m. Revise the architecture of the single-family attached units to provide a minimum of two standard endwall features on all side elevations and three endwall features on all highly visible side elevations. Indicate on the architectural elevations which feature will be standard for the highly visible units. Such choice shall be approved by the Urban Design Selection as designee of the Planning Board.
- n. The applicant shall provide a materials board that shall be approved by the Urban Design Section as designee to the Planning Board.
- o. Include a note on the plans that townhouse facades will range from 40 percent to 100 percent brick. The average brick content on all facades of the attached housing shall be a minimum of 76 percent. Each façade of the multifamily buildings, including the side

elevations, shall utilize a minimum of 75 percent brick. A brick tracking chart shall be included on the plans.

- p. Proposed requirements regarding building set backs, setbacks for decks and additions, and greenspace shall be provided on the plans.
- q. The proposed aluminum fence in the community center area shall employ a sufficiently thick gauge of aluminum to ensure that it is durable and long-lasting. Samples of the same shall be approved by Urban Design staff as designee of the Planning Board.
- r. Revise the architecture to include architectural shingles on all models.
- s. The applicant shall include a variety of additional permanent passive and active recreational facilities proximate to each cluster of multi-family buildings in the northern portion of the site. The final design shall be approved by the Urban Design Section as designee of the Planning Board.
- t. Revise the architectural side elevations of all highly visible units, including the highly visible side elevations of the multifamily buildings, to include materials and detailing comparable in quality of design to the front façade. A list of the highly visible units shall be agreed upon by the Urban Design staff as designee of the Planning Board and applicant. Final design shall be approved by the Urban Design Section as designee of the Planning Board.
- u. Label the multifamily buildings to indicate which model will be used at each proposed location.
- v. Replace the Virginia Pines with another evergreen species and revise the landscape plans and planting schedules accordingly. Final selection shall be approved by Urban Design Section as designee of the Planning Board.
- w. Revise the detail for the dumpster enclosure to indicate that it will feature brick walls and vinyl gates. Final design shall be approved by Urban Design Section as designee of the Planning Board.
- x. Replace the 42-inch vinyl security fence proposed on top of the retaining walls with a brushed aluminum estate-style alternative.
- y. Revise the architecture of the Windsor model to include arched brushed aluminum railing in the large rectangular opening to the parking garage matching the material provided in the additional openings.
- z. The TCPII shall be revised to identify all proposed lots and parcels for the site.
- aa. Details and material samples for the proposed retaining wall/noise attenuation barrier

shall be provided. Such details and materials shall be approved by the Environmental Planning Section for acoustical sufficiency and by the Urban Design Section as to aesthetics, both as designee of the Planning Board. The DSP and TCPII shall show a detail of the retaining wall/noise attenuation barrier and include the proposed materials and thickness of the barrier.

- bb. All plans shall be revised to show the existing and proposed easements. This shall include but not be limited to the required stormwater management easements, water easements, and sewer easements. Any woodland conservation within those easements shall be eliminated.
 - cc. The current TCPII shall be revised to provide a phased worksheet. Phase I shall consist of woodland cleared under the current mining permit. Phase II shall consist of the proposed woodland clearing with this application.
 - dd. The TCPII shall be revised to eliminate woodland within the limits of mining as being counted toward the woodland conservation requirement. If, after the permit is closed and all mining operations have ceased, woodland within the limits of mining still remain, that woodland may be counted as preservation if it is found to be adequate. The plan shall be revised accordingly and submitted for approval by the Planning Board or its designee.
 - ee. Applicant shall furnish proof to Urban Design staff that WSSC's concerns regarding water and sewer facilities relative to the project have been addressed.
 - ff. Applicant shall identify the unit in the first multifamily building to receive a Certificate of Occupancy to be temporarily utilized for recreational facilities until the completion of the facilities required by Condition 1s above and the details and specifications for the recreational facilities to be provided therein. Final design of such facilities shall be approved by the Urban Design Section as designee of the Planning Board.
 - gg. Provide evidence from DPW&T that the subject DSP is consistent with the approved stormwater management plan.
2. The applicant shall construct the proposed community center and swimming pool prior to the issuance of the building permit that would allow construction of the 250th unit in the development.
 3. The applicant shall construct the additional private recreational facilities required by Condition 1.s. above prior to the issuance of the first certificate of occupancy for the multifamily component of the subject development.
 4. In conformance with the Approved Westphalia Sector Plan and approved Preliminary Plan 4-05116 (Condition 15 of PGCPB 06-220), the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:

- a. The Approved Westphalia Sector Plan recommends that D'Arcy Road be designated as a Class III bikeway with appropriate signage. Because D'Arcy Road is a county right-of-way, the applicant, and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of this signage. A note shall be placed on the final record plat for payment to be received prior to the issuance of the first building permit. If road frontage improvements are required by DPW&T, wide asphalt shoulders or wide outside curb lanes are encouraged.
5. The following note shall be placed on the final plat:

“Prior to the approval of building permits for the proposed residential structures, the applicant, his heirs, successors and or assignees shall place on the building permit a certification by a professional engineer with competency in acoustical analysis demonstrating that the design and construction of the building shells will reduce interior noise levels to 45 dBA or less. Due to the proximity of Andrews Air Force Base, properties within this subdivision have been identified as possibly having noise levels between 65-75 dBA (Ldn) due to military aircraft overflights.”
 6. Prior to final plat approval, the declaration of covenants for the property, in conjunction with the formation of a homeowners association, shall include language notifying all future contract purchasers of the proximity of the property to Andrew’s Air Force Base and noise levels related to military aircraft overflights. The property is approximately two miles from the north end of the runway. The declaration of covenants shall include the disclosure notice. At the time of purchase contract with home buyers, the contract purchaser shall sign an acknowledgement of receipt of the declaration. The liber and folio of the recorded declaration of covenants shall be noted on the final plat along with a description of the proximity of the development to Andrew’s Air Force Base and noise levels related to military aircraft overflights.
 7. At time of final plat, bearings and distances shall describe a conservation easement. The conservation easement shall contain the Patuxent River Primary Management Area, and all adjacent reforestation/afforestation areas, excluding those areas where requests for impacts have been approved, and the plat shall be reviewed by the Environmental Planning Section prior to certification. The following note shall be placed on the plat:

"Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed."
 8. Prior to the issuance of any grading permit, which impacts the waters of the U.S., non-tidal wetlands, or the 25-foot wetland buffer, a copy of all appropriate federal and/or State of Maryland permits shall be submitted.

9. All afforestation and associated fencing shall be installed prior to the issuance of the first residential building permit for the adjacent lots or parcels. A certification prepared by a qualified professional may be used to provide verification that the afforestation has been completed. It must include, at a minimum, photos of the afforestation areas and the associated fencing for each lot, with labels on the photos identifying the locations and a plan showing the locations where the photos were taken.
10. Prior to the issuance of the first building permit for the project, the subject road improvements listed below shall: 1) Have full financial assurances; 2) Have been permitted for construction and 3) have an agreed upon time table for construction with DPW&T:
 - a. Provide acceleration, deceleration and left-turn lanes at the intersection of Street A and Sansbury Road and D'Arcy Road, pursuant to DPW&T's guidelines.
 - b. Extend the median of Street A southward toward D'Arcy Road, to a length determined by DPW&T.
11. Prior to issuance of the first residential building permit, applicant shall revise the plans to include:
 - a. A mixture of deciduous and evergreen plant material in the median of Road A, subject to DPW&T approval.
 - b. Details of the proposed street lights, the design of which shall be approved by the Urban Design Section as designee of the Planning Board, unless modified by DPW&T due to a street light's location in its right-of-way.
 - c. Street trees along both sides of Road A, subject to DPW&T approval.

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.

* * * * *

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 Squire, seconded by Commissioner Clark, with Commissioners Squire, Clark, Vaughns and Parker voting in favor of the motion, and with Commissioner Cavitt abstaining at its regular meeting held on Thursday, November 29, 2007, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of January 2008.

Oscar S. Rodriguez
Executive Director

By Frances J. Guertin
Planning Board Administrator

OSR:FJG:RG:bjs