

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 July 20, 2017, regarding Detailed Site Plan DSP-16059 for Glenarden Redevelopment, the Planning Board finds:

1. **Request:** Approval of a detailed site plan (DSP) application for residential revitalization including 430 residential dwelling units (232 multifamily units, 101 age-restricted multifamily units, and 97 townhouses).
2. **Development Data Summary:**

	<b>EXISTING</b>	<b>APPROVED</b>
Zone	M-X-T	M-X-T
Use(s)	Vacant	Residential*
Gross Acreage	27.24	27.24
Area within Floodplain	0.30	0.30
Net Tract Area Acreage	26.94	26.94
Area to be dedicated for ROW	1.11	1.11
Parcels	2	2
Dwelling Units	0	430
Residential Density	0	15.96 dwelling units per acre

**Note:** \* A combination of senior, market-price and affordable multifamily units, and fee-simple townhouses.

**Parking**

A. Required: 636 spaces\*

<u>Use</u>	<u>Rate</u>	<u>Requirement</u>	<u>30% Reduction</u>
<b>Multifamily Dwellings</b>			
60-Unit Building	(11) 1 Bedroom @ 2.0 spaces per du	22 (22.0)	16 (15.4)
	(39) 2 Bedroom @ 2.5 spaces per du	98 (97.5)	69 (68.3)
	(10) 3 Bedroom @ 3.0 spaces per du	30 (30.0)	21 (21.0)
	Total spaces	150 (149.5)	105 (104.5)
Buildings A thru T	(133) 2 bedroom @ 2.5 spaces per du	333 (332.5)	233 (232.8)
	(39) 3 bedroom @ 3.0 spaces per du	117 (117.0)	82 (81.9)
	Total spaces	450 (449.5)	315 (314.7)
<b>Multifamily Dwellings - Age Restricted</b>			
101-Unit Building	101 units @ 0.66 spaces per du	67 (66.7)	47 (46.7)
One-Family Attached dwelling	97 units @ 2.04 spaces per du	198 (197.9)	139 (138.5)
	Total Residential Spaces	864 (863.6)	605 (604.4)
<b>Community Building (5,748 SF)</b>			
Swimming Pool (168 people)	1.0 space per 7 occupants	24 (24)	17 (16.8)
Locker Rooms (880 SF)	N/A (ancillary to pool use)	0	0
Lobby (1600 SF)	N/A (ancillary to pool use)	0	0
Office (700 SF)	1.0 space per 200 SF GFA	4 (3.5)	3 (2.5)
Fitness room (600 SF)	1.0 space per 80 SF GFA	8 (7.5)	5 (5.3)
Multipurpose Room (800 SF)	1.0 space per 80 SF GFA	10 (10.0)	7 (7.0)
Mech/Elec rooms (240 SF)	N/A (ancillary to pool use)	0	0
Lifeguard room (95 SF)	N/A (ancillary to pool use)	0	0
Storage (833 SF)	N/A (ancillary to pool and office uses)	0	0
	Total spaces	45 (45)	32 (31.6)
	<b>Total Required Parking</b>	<b>909 (908.6)</b>	<b>636 (636.0)*</b>

**Note:** \* Per Section 27-445.10(b)(5) of the Zoning Ordinance, the normal parking requirement shall be reduced by 30 percent.

B. Provided: 825 spaces as follows:

282	Standard Spaces at 9.5-foot x 19-foot min.
173	Standard Garage Spaces @ 9.5 feet x 19 feet
173	Standard Driveway spaces @ 9.5 feet x 19 feet
179	Standard Parallel Spaces @ 8-foot x 22-foot min.
18	Van-Accessible Handicap Spaces @ 8 feet x 19 feet with 8-foot access aisle
825	Total spaces

**Loading**

A. Required: 1 space

<u>Use</u>	<u>Rate</u>	<u>Requirement</u>
101-Unit Multifamily Building (age-restricted)	1 space for 100-200 units	1

B. Provided: 1 space at 12 feet by 33 feet

- Location:** The subject project is located in the northwest quadrant of the intersection of Brightseat Road and Evarts Street, within Planning Area 72 and Council District 5. The subject property also lies within a large area surrounding the interchange of the Capital Beltway (I-95/495) and Landover Road (MD 202) within the plan area of 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* (Landover Gateway Sector Plan and SMA).
- Surrounding Uses:** The subject property is bounded to the north by Hamlin Street, with townhouses in the Residential-Townhouse (R-T) Zone, a church and single-family detached residential units in the One-Family Detached (R-55) Zone beyond; to the east by single-family detached residential units in the R-55 Zone and across Brightseat Road, single-family detached residential units in the R-55 Zone, a community park and vacant land; to the south by Evarts Street, with commercial-retail and multifamily-residential development, both in the M-X-T Zone, beyond; and to the west by vacant-wooded property in the R-T Zone.
- Previous Approvals:** The site was previously zoned R-18 (Multifamily Medium-Density Residential). The R-18 zoning was confirmed in the Master Plan for Landover and Vicinity in 1993. The property was rezoned to the M-X-T Zone in 2009 as part of the Landover Gateway Sector Plan and SMA. The site is also subject to Stormwater Management Concept Plan 8876-2016-00, approved for rough grading of the site by the Department of Permitting, Inspections and Enforcement (DPIE) on May 17, 2016 and valid until May 17, 2019. A new approved Stormwater Management Concept Plan (32859-2016) is pending before DPIE, and a proposed condition of this approval would ensure that prior to certificate approval, a copy of the approved stormwater management concept approval be submitted for the case file together with a written statement from DPIE regarding the subject DSP's conformance with the requirements of the stormwater management concept approval. The site also has a standard letter of exemption

issued on January 5, 2016, which is valid until January 5, 2018. Although a natural resources inventory equivalency letter was initially issued for the site, it was later discovered that there was an intermittent stream and its resultant primary management area located on the site and Natural Resources Inventory NRI-001-2016 was approved for the site on January 5, 2016 and will expire on January 4, 2021. The site is also the subject of Preliminary Plan of Subdivision (PPS) 4-16038, pending approval by the Planning Board on July 20, 2017.

6. **Design Features:** The subject property was formerly the site of a multifamily garden apartment complex containing 477 affordable and 101 market-rate apartments in 49 buildings built in 1969. In the 1980's, the property suffered a decline due to poor maintenance and fell into disrepair. The site functioned as an apartment complex until 2012, when the property was foreclosed on by the United States Department of Housing and Urban Development (HUD) and was vacated. The Redevelopment Authority of Prince George's County purchased the foreclosed properties in 2014 from HUD and subsequently demolished all the buildings on the site, in preparation for its redevelopment.

**Site Design:** The subject project is a Residential Revitalization project being processed pursuant to Section 27-440.10 of the Zoning Ordinance. It includes 97 townhouses, planned for private ownership and 333 multifamily units, of which 101 will be senior housing/age-restricted units. The site will be served by private roads and alleys that will provide vehicular access to Brightest Road to the east, Hamlin Street to the north, and Evarts Street to the south. The project is located in the Landover Gateway Focus Area of the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* (Sector Plan) and includes enhanced architecture, open space, recreational facilities, and pedestrian and bicycle accessibility in accordance with the vision of the Sector Plan. The subject 27.24-acre site is within a designated Revitalization Tax Credit District and a Priority Funding Area of the County.

The site is proposed to be accessed via Hamlin Street, Brightseat Road, and Evarts Street. Internal circulation and lot access is provided by a street to be dedicated to public use on the western side of the property, and internal private rights-of-way on the site. Pedestrian access will be provided by a network of sidewalks throughout the development that is further connected to the surrounding neighborhood. Public bus transportation is available along Brightseat Road and two Metro Stations (Largo Town Center and New Carrollton) are within close driving distance.

### **Architecture**

**The Community Building:** The community building is of a simple, single-story architectural design with an "L"-shape footprint. The north the front elevation, is the most ornate façade, with a faux clerestory and a dormer with windows forming its central feature. Asphalt shingles are utilized for the roof of the clerestory and the cross-gabled roof of the building. Circular and rectangular louvers provide a visual accent in the gables of the building. The building material is predominantly brick, with an eight-inch, split-face, concrete masonry unit on the watertable. Fiber cement is used for both the trim and the limited siding included on the building. The fenestration includes double-entry doors on the front and back, with two additional service doors on the back,

and windows on all four elevations in varying sizes, shapes, and patterns, to create visual interest. Lighting is provided by multiple “Lithonia Wall Sconces,” of which four are on the front, two are on the back, three are on the east elevation and one is on the west.

**Age-Restricted/Senior Multifamily Building:** The architecture of the senior building provides visual interest in its varied form and massing, color scheme, and use of a variety of architectural materials. The building is four-stories tall and brick is predominantly used for the first three stories, and siding for the uppermost story and in the gables. Fiber cement and vinyl siding are used on the vertical building element containing unit porches, on a central element on the northern façade including large two-over-two windows and in large measure on the southern façade. Fenestration is in a simple but varied pattern, with single and double windows, and a door adjacent to two windows on the porches. Decorative brickwork is provided on the brick portions of the building including rowlocks and soldier-course headers above the windows. Split-face concrete masonry units are used on the watertable of the building. The multifamily age-restricted/senior apartment unit types and square footage to be utilized in the development are listed below:

<b>Age-Restricted/Senior Apartment Unit Type</b>	<b>Age-Restricted/Senior Apartment Unit Size</b>
Multifamily Age-Restricted Unit Type 1A	758.5 square feet
Multifamily Age-Restricted Unit Type 1A UFAS*	750.5 square feet
Multifamily Age-Restricted Unit Type 1B	822.6 square feet
Multifamily Age-Restricted Unit Type 2A	1,050.5 square feet
Multifamily Age-Restricted Unit Type 2A UFAS	1,050.5 square feet

\*Uniform Federal Accessibility Standards

**Multifamily (Non-Senior/Non-Age Restricted):** The non-senior/non-age restricted multifamily architecture is provided in buildings of varying lengths using a variety of types of units and entrances to access apartments, which are multistory and are accessed in a variety of manners, similarly to two-over-two units. The color scheme includes green, yellow, brick red and blue. The units are to be built at grade and vary in height, even within the same building. The fenestration is plain, rectilinear, generally unornamented and similar on the fronts and rears of the units, though the fronts sometimes contain a double-high window feature, a porch or portico and contain a paneled front entry door. Most of the units do not appear to provide access to the rear yard. Decks are sometimes provided on the rear or side of the units. The non-senior/age restricted standard apartment unit types and square footage to be utilized in the development are listed below:

<b>Apartment Unit Type</b>	<b>Apartment Unit Size</b>
Multifamily Unit Type 2A	982 square feet
Multifamily Unit Type 2B	1,089 square feet
Multifamily Unit Type 2C	1,470 square feet
Multifamily Unit Type 2D UFAS*	1,062 square feet
Multifamily Unit Type 2E	902 square feet
Multifamily Unit Type 3A	1,690 square feet
Multifamily Unit Type 3B UFAS	1,338 square feet
Multifamily Unit Type 3C	1,810 square feet

\*Uniform Federal Accessibility Standards

A majority of the non-senior/non-age restricted architectural elevations are incorrectly labeled as townhouses. A condition in this resolution requires that the housing type be corrected prior to certificate of approval.

**Townhouses:** The townhouse architecture is similar in design to the non-senior/non-age restricted multifamily buildings in that the proposed sticks will be of varying length and will use the same color scheme of green, yellow, brick red and blue. The units are to be built at grade and are a standard two-story height. Like the non-senior/non-family multifamily housing product, the fenestration is plain, rectilinear, generally unornamented and similar on the fronts and rears of the units, though the fronts sometimes contain a double-high window feature, a porch or portico and contain a paneled front entry door. Decks are sometimes provided on the rear or side of the units. Garages, with paneled doors are provided on the front or rear of certain units. All alley-loaded townhouse units should have a standard deck.

**Recreational Facilities:** A 5,478-square-foot community center/clubhouse, with an outdoor gathering area is included in this DSP. The community center is proposed to provide the following amenities for the development:

<b>Amenity</b>	<b>Size (sq. ft.)</b>
Locker Rooms	880
Lobby	1,600
Office	700
Fitness Room	600
Multipurpose Room	800
Lifeguard Room	95
Storage	883

Also provided are: A 75-foot-long by 25-foot-wide swimming pool (maximum occupancy 168), a children’s pool, a multifunction play structure, and a 34 by 34-foot “sports surface.”

In addition, the subject site is bounded by natural green area, along its western periphery, buffering the nearby Cattail Creek. In accordance with recommendations of the 2009 Approved Landover Gateway Sector Plan and SMA (Sector Plan), this area will be developed as a linear open space and parkway drive and pedestrian connections. This linear open space, together with a nearby community center, Henry P. Johnson Park, and Palmer Park will provide additional recreational opportunities in the vicinity of the site.

**Affordable Housing:** There will be a total of 221 affordable housing units: 201 multifamily rental units and 20 privately-owned townhouses. Breakdown of the 221 affordable housing units is as follows:

- **101 affordable age-restricted multifamily residential units**—Affordable as defined for these units means restricted to households containing a minimum of one member of the household aged 55-years or older and that the household earns 50 percent or less of the area median income, with rents based on households paying no more than 30 percent of their income for rent and utilities.
- **100 affordable multifamily residential units**—Affordable means restricted to households earning 60 percent or less of the area median income, with rents based on households paying no more than 30 percent of their income for rent and utilities.
- **20 affordable privately-owned townhouses**—Affordable means sale prices are set at a level affordable for households earning up to 120 percent area median income as determined by the Department of Housing and Urban Development (HUD).

**Signage:** Only a single handicapped parking space sign has been included in the plan set. Therefore, an application for a revision to the subject DSP would have to be pursued to authorize signage on the site.

**Green Building and Sustainable Site Techniques:** The applicant has submitted its scorecard for Leadership in Energy and Environmental Design (LEED) certification. The applicant has indicated that they intend to apply for LEED certification and hope to achieve, at a minimum, the bronze level of certification. The LEED Scorecard indicates that the project will use energy star appliances, a high efficiency heating ventilating and air conditioning (HVAC) system, and energy efficient windows and doors, among other things, in order to achieve this certification.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Prince George's County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of residential revitalization as stated in Section 27-445.10 and further amended by CB-95-2016, the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

- a. The subject application is in conformance with the requirements of Section 27-547, Uses Permitted, which governs permitted uses in the M-X-T Zone. The proposed residential revitalization project, as shown on the subject DSP, is a permitted use in the M-X-T Zone, subject to Footnote 19, which states as follows:

**Dwelling units, or property on which they formerly existed as described in (a)(1) of Section 27-445.10 of this subtitle, may be replaced by proposed multifamily, attached one-family or two family, or detached one-family dwelling units in a Residential Revitalization project.**

This DSP proposes a total of 430 residential units consisting of 221 affordable units (101 multifamily age-restricted rental units, 100 multifamily units and 20 fee-simple attached one-family units); 112 market-rate age-restricted units; and 97 regular attached one-family units in accordance with the requirements.

- b. County Council Bill CB-95-2016 amends Section 27-445.10 of the Zoning Ordinance, to specifically allow Residential Revitalization in the M-X-T Zone. Under the residential revitalization provision, regulations concerning the height of structures, lot size and coverage, frontage, setbacks, density, bedroom percentages, number of uses and other requirements of the specific zone, in this case the M-X-T Zone, do not apply to uses and structures in a Residential Revitalization project. The dimensions and percentages shown on the approved DSP shall constitute the development regulations.

Per Section 27-445.10, 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,**

The proposed development is to redevelop an existing obsolete, vacant, multifamily residential project, which has now been razed, with new buildings. The existing parking spaces and other site amenities will also be replaced with the new improvements including landscaping and on-site amenities. The DSP shows a variety of housing types including fee-simple townhouses and affordable ownership and rental housing units as well as housing for seniors for a total of 430 units. The interior of the units will be furnished in accordance with current interior decoration standards and equipped with current Energy Star certified household appliances. Two access points will be provided off Brightseat Road. An additional two access points are provided off Hamlin Street and Evarts Road respectively. The proposed revitalization will also reduce the density on the site by approximately 25 percent, from the existing 21.2 units per acre to approximately 15.96 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;**

The proposed buildings, in the form of normal townhouse units, affordable ownership, and rental-housing units, as well as housing for seniors, show a strong residential-architectural character. The proposed building mass, in general, is scaled down dramatically from the previous apartment buildings and is more compatible with the residential buildings in the vicinity. The open frontages of the proposed development along Brightseat Road, Everts Road, and Hamlin Street improve the contextual relationship between the subject property and the surrounding neighborhood through visually-attractive, quality residential design and the augmentation of specially-designed landscaping. Many new architectural details, such as entrance porch, railed balcony, and brick veneer base for each building, will improve the buildings' scale and curb appeal. Additional landscaping, such as those in front of the community building, those green open spaces within the community, and site improvements, such as pole-mounted street lighting, on-site recreational facilities, and ornamental perimeter iron fencing, are improvements to the current site conditions. For those highly-visible end units, additional architectural features and additional brick have been provided. This development will improve the architectural character of the surrounding properties.

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

The proposed revitalization will provide 430 dwelling units including fee-simple townhouses, affordable ownership, and rental-housing units, as well as housing for seniors that will serve various housing needs of the surrounding neighborhood. According to the comments from the Department of Housing and Community Development, Prince George's County, this revitalization project will increase the supply of new affordable rental housing and the supply of the new home ownership opportunities, eliminate community blight, significantly deconcentrate poverty in the census tract and provide the needed workforce housing for the area. 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 in a much improved way.

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

The previously existing apartments were vacant and had been a nuisance for the neighborhood. The revitalization will remove the nuisance from the neighborhood and introduce good-quality housing. The proposed project will greatly benefit property owners in the neighborhood and provide new housing opportunities to 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**

Community building and revitalization are keys to housing and community development activities in Prince George's County. According to the review by the Department of Housing and Community Development (Brown to Conner and Grover, dated June 23, 2017), the proposed revitalization project supports the housing goals of the Prince George's County Housing and Community Development Consolidated Plan 2016-2020 as well as countywide revitalization and community development needs. 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, senior and lower income families. 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 the concentration of substandard, 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.**

The Planning Board found that the subject application is consistent with the *Plan Prince George's 2035 Approved General Plan* (Plan Prince George's 2035), which designates the subject property within a Local Town Center. This application is also in conformance with the recommended land use for medium residential development in the 2009 *Approved Landover Gateway Sector Plan*.

- c. **The requirements of the M-X-T Zone:** County Council Bill CB-95-2016 permits the residential revitalization in the M-X-T Zone and specifically exempts the proposed development from all M-X-T Zone requirements including the limit on the number of uses. The Council Bill also specifies findings for approval of a residential revitalization project. The subject DSP satisfies all required findings for approval as discussed in Finding 7(b).
- d. **Section 27-274, Design Guidelines**—This section of the Zoning Ordinance specifies that the following design guidelines be applied to conceptual site plans (CSPs). Section 27-283 of the Zoning Ordinance cross references these design guidelines to be applicable to the subject DSP as follows:

**(1) General.**

- (A) The Plan should promote the purposes of the Conceptual Site Plan.**
- (B) The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for noncompliance with any of the *design* guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.**

Section 27-445.10(b)(4) of the Zoning Ordinance, which states in relevant part that "...other requirements of the specific zone do not apply to uses and structures in a Residential Revitalization project," applies here, including the requirement for a CSP. It is exempt from the requirement of having a CSP approved for this project in the M-X-T Zone.

The applicant has provided a statement of justification, which includes (*inter alia*) reasons for noncompliance with the design guidelines for the proposed townhouses, in accordance with part (B) of the above requirement.

**(2) Parking, loading, and circulation.**

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

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

**(B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:**

- (i) Loading docks should be oriented toward service roads and away from major streets or public view; and**

- (ii) **Loading areas should be clearly marked and should be separated from parking areas to the extent possible.**
- (C) **Vehicular and pedestrian circulation on a *site* should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:**
  - (i) **The location, number and *design* of driveway entrances to the *site* should minimize conflict with off-*site* traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;**
  - (ii) **Entrance drives should provide adequate space for queuing;**
  - (iii) **Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;**
  - (iv) **Parking areas should be designed to discourage their use as through-access drives;**
  - (v) **Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;**
  - (vi) **Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;**
  - (vii) **Parcel pick-up areas should be coordinated with other on-*site* traffic flows;**
  - (viii) **Pedestrian access should be provided into the *site* and through parking lots to the major destinations on the *site*;**
  - (ix) **Pedestrian and vehicular circulation routes should generally be separated and clearly marked;**
  - (x) **Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and**

- (xi) **Barrier-free pathways to accommodate the handicapped should be provided.**

Parking is provided proximate to the uses it serves with the largest concentration of parking spaces located proximate to the senior multifamily building and the community building, which will generate the greatest need for parking. The applicant, in their initial submission, included a measure of landscaping that would help soften views in conformance with these requirements.

(3) **Lighting.**

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

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

The landscape and lighting plan indicates the inclusion of light fixtures throughout the site. However, a detail of same was not provided, nor was a photometric plan. A condition in this resolution requires that, prior to certificate approval, the plans be revised to include a detail for the proposed light fixture and a photometric plan be submitted demonstrating conformance with the above design guidelines.

**(4) Views.**

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

Special attention has been paid to the façades of the buildings most proximate to the central recreational facility, which includes two pools, a tot lot, and sitting areas.

**(5) Green area.**

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

The project provides landscaping throughout the site in accordance with the above design standards. The landscaping is utilized primarily to define the edges of the streets and soften views of the architecture included in the project.

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

The Planning Board found that this site has been issued a standard exemption from the Woodland and Wildlife Habitat Conservation Ordinance because the property contains less than 10,000 square feet of existing woodland and has no previous TCP approvals. These are limited regulated environmental features on the site that have been preserved to the fullest extent possible.

**(6) Site and streetscape amenities.**

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the *site*. To fulfill this goal, the following guidelines should be observed:**
- (i) The *design* of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the *site*;**
  - (ii) The *design* of amenities should take into consideration the color, pattern, texture, and scale of structures on the *site*, and when known, structures on adjacent sites, and pedestrian areas;**
  - (iii) Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;**
  - (iv) Amenities should be functional and should be constructed of durable, low maintenance materials;**
  - (v) Amenities should be protected from vehicular intrusion with *design* elements that are integrated into the overall streetscape *design*, such as landscaping, curbs, and bollards;**
  - (vi) Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a *site*; and**
  - (vii) Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.**

As hardscape details were not originally included in the project plans, a condition in this resolution requires that such hardscape details, designed in general accordance with these guidelines, be included on the plans prior to certificate approval. Such details should be approved by the Urban Design Section as designee of the Planning Board.

**(7) Grading.**

**(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the *site* and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:**

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

The applicant has been made aware of these guidelines, which should be followed when the site is graded.

**(8) Service areas.**

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

- (i) Service areas should be located away from primary roads, when possible;**



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

Dumpster enclosures have been included and loading areas are screened in accordance with Section 4.4 of the 2010 *Prince George's County Landscape Manual* in accordance with these guidelines.

**(9) Public spaces.**

- (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:**
  - (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;**
  - (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;**
  - (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;**
  - (iv) Public spaces should be readily accessible to potential users; and**
  - (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.**

The limited public space included in the subject project appears to have been designed in accordance with these guidelines.

**(10) Architecture.**

- (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

Section 27-445.10(b)(4) of the Zoning Ordinance, which states in relevant part that "...other requirements of the specific zone do not apply to uses and structures in a Residential Revitalization project," applies in this instance. Therefore, this application is exempt from the requirement of a CSP.

**(11) Townhouses and three-family dwellings.**

- (A) Open space areas, particularly areas separating the rears of buildings containing townhouses, should retain, to the extent possible, single or small groups of mature trees. In areas where trees are not proposed to be retained, the applicant shall demonstrate to the satisfaction of the Planning Board or the District Council, as applicable, that specific *site* conditions warrant the clearing of the area. Preservation of individual trees should take into account the viability of the trees after the development of the *site*.**
- (B) Groups of townhouses should not be arranged on curving streets in long, linear strips. Where feasible, groups of townhouses should be at right angles to each other, and should facilitate a courtyard *design*. In a more urban environment, consideration should be given to fronting the units on roadways.**
- (C) Recreational facilities should be separated from dwelling units through techniques such as buffering, differences in grade, or preservation of existing trees. The rears of buildings, in particular, should be buffered from recreational facilities.**
- (D) To convey the individuality of each unit, the *design* of abutting units should avoid the use of repetitive architectural elements and should employ a variety of architectural features and designs such as roofline, window and door treatments, projections, colors, and**

**materials. In lieu of this individuality guideline, creative or innovative product *design* may be utilized.**

**(E) To the extent feasible, the rears of townhouses should be buffered from public rights-of-way and parking lots. Each application shall include a visual mitigation plan that identifies effective buffers between the rears of townhouses abutting public rights-of-way and parking lots. Where there are no existing trees, or the retention of existing vegetation is not practicable, landscaping, berming, fencing, or a combination of these techniques may be used. Alternatively, the applicant may consider designing the rears of townhouse buildings such that they have similar features to the fronts, such as reverse gables, bay windows, shutters, or trim.**

**(F) Attention should be given to the aesthetic appearance of the offsets of buildings.**

The Planning Board found that the submitted plans for the subject project conform to the above guidelines.

8. **Preliminary Plan of Subdivision 4-16038**—Preliminary Plan of Subdivision 4-16038 was scheduled for the Planning Board hearing date on July 20, 2017, on the same agenda, but prior to, the subject DSP. Any conditions attached to the approval of PPS 4-16038 that would impact the subject DSP must be addressed prior to certification of this DSP.
9. **2010 Prince George’s County Landscape Manual (Landscape Manual):** Section 27-445.10(b)(6) of the Zoning Ordinance states that “The project shall comply with the requirements of the Landscape Manual to the extent that is practical.” However, only an incomplete landscape plan was submitted with the project. While it addresses part of the landscaping required by the Landscape Manual for the multifamily and townhouse units pursuant to Section 4.1, Residential Requirements, it does not address Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements, Section 4.6, Buffering Development From Streets, Section 4.7, Buffering Incompatible Uses, 4.9, Sustainable Landscaping Requirements and Section 4.10 Street Trees Along Private Streets. Therefore, a condition in this resolution requires that the schedules for the various otherwise applicable sections of the Landscape Manual be included on the plans for the project, and that the landscape plan demonstrate conformance with the Landscape Manual as much as is practical, in accordance with Section 27-445.10 of the Zoning Ordinance.
10. **Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance**—The property is exempt from the provisions of the Prince George’s Woodland and Wildlife Habitat Conservation Ordinance as there are less than 10,000 square feet of existing woodland and there are no approved Tree Conservation Plans on the subject site.

11. **Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that require a grading permit. Properties that are within the M-X-T Zone, are required to provide a minimum of ten percent of the gross tract area of TCC. As the applicant inadvertently neglected to include the appropriate schedule for TCC on the landscape plan, a condition in this resolution requires that, prior to certificate approval, the applicant provide the correct schedule on the landscape plan demonstrating that a minimum of 6.86 acres of the site that is covered in tree canopy in conformance with the Tree Canopy Coverage Ordinance. As the site measures 68.6 acres, and is largely wooded and undeveloped, the applicant will be able to demonstrate conformance with the applicable requirement.
12. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
  - a. **Historic Preservation and Archeology**—The Planning Board found that the subject property was previously the site of a garden apartment complex that was built in 1969 and subsequently demolished. A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicated that the probability of finding archeological sites within the subject property is low. The subject proposal will not impact any historic sites, resources, or known archeological sites.
  - b. **Community Planning**—The Planning Board found that the subject application is consistent with Plan Prince George's 2035, which designates the subject property within a Local Town Center and that it conforms with the recommended land use for medium-residential development in the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment*.

More particularly, with respect to the General Plan, the Planning Board believed that the subject application is consistent with the goals of Plan Prince George's 2035, which designates the Landover Gateway Area as a Local Town Center. Further, they stated that the vision for the Local Town Center is to serve as a focal point for concentrated residential development and limited commercial activity serving the Established Communities. Town centers are less dense than other center types, auto-oriented with access from arterial highways and serve as anchors for larger areas of suburban subdivisions. These centers have a walkable core, with a mix of uses spread horizontally across the town center as opposed to a vertical mix of uses.

With respect to the master plan, the Landover Gateway Sector Plan and SMA identifies medium-density residential as the appropriate land use for this site. This application provides the appropriate density to compliment a slightly denser core east of Brightseat Road and a less dense single-family residential development north of the project site. The application offers the addition of a successful housing mix including housing opportunities across a broad spectrum of ages and income and internal rights-of-ways,

pedestrian amenities, open space, and a 5,800-square-foot community center to promote the vibrant environment discussed in the plan's vision.

The project is located in Planning Area 72 and in the Landover and Vicinity. In terms of Aviation/MIO Zone, the subject property is not located in an Aviation Policy Area or in the Military Installation Overlay Zone. The Landover Sector Plan and SMA rezoned the subject property to the M-X-T Zone.

The applicant proposes to build 232 multifamily units, 101 age-restricted multifamily units, and 97 townhouses as part of a Residential Revitalization project. The criteria for a residential revitalization project are found in Sections 27-445.10 and 27-547 of the Zoning Ordinance, and has among its criteria that applicable projects contain the renovation or redevelopment of certain multifamily, attached one- or two-family, or single-family detached dwelling units located within a designated Revitalization Tax Credit District. The proposed site is the former location of the Glenarden Apartments, which is in the revitalization tax credit district and thus meets the criteria.

The application is located in the Gateway North Neighborhood character area in the Landover Gateway Sector Plan and SMA, which envisions a moderate-density neighborhood surrounding a mix of uses including office, residential, or other neighborhood-serving retail uses as described on Page 47 of the plan.

c. **Transportation and Trails**—The Planning Board found the following:

The site consists of 27.24 acres in the M-X-T Zone. It is located on the west side of Brightseat Road, north of Evarts Street and south of Hamlin Street. The applicant is proposing 430 dwelling units and a community center.

**Background**

The subject property was previously developed with 578 garden apartments. That development was razed some time ago, and the property has been dormant since. The property is currently the subject of a pending Preliminary Plan of Subdivision (4-16038).

**Site Access and Circulation**

The proposed development will be accessible from three public streets, for a total of five access points. One of the five access will be a limited right-in, right-out on Brightseat Road. The overall access to the site is acceptable. Regarding parking, the application is proposing 652 spaces while showing a requirement for only 605 spaces. All of the proposed spaces are located throughout the site to provide an ease of accessibility.

**Conclusion**

Overall from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP.

The Planning Board also reviewed the PPS application referenced above for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT) and/or the appropriate area master/sector plan in order to implement planned trails, bikeways, and pedestrian improvements.

The subject application proposes the redevelopment of a parcel with the Landover Gateway Center. The subject property is located along the west side of Brightseat Road and north side of Evarts Street. The site proposed 333 multifamily units and 97 townhouses. The property is covered by the MPOT and the 2009 *Approved Landover Gateway Sector Plan and Sectional Map Amendment* (area master plan). Because the site is located in the designated Landover Gateway Center, it is subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the 2013 “Transportation Review Guidelines, Part 2” at the time of PPS.

**Background:**

Two master plan trails impact the subject property, with both Brightseat Road and Evarts Street being designated as master plan sidewalk and bikeway corridors. The area master plan includes the following text regarding these proposals:

- **Provide continuous sidewalks and on-road bicycle facilities on the Evarts Street extension.**

This extension will provide pedestrian access between the Woodmore Town Center and the Landover Civic Center and commercial core. In addition, this pedestrian connection across the Capital Beltway will provide for a more unified, walkable area by providing access across a major pedestrian barrier.

- **Provide continuous sidewalks/wide sidewalks and on-road bicycle accommodations along Brightseat Road.**

Brightseat Road is a major north–south connection through the sector plan area, and currently, facilities for pedestrians are fragmented. The road currently does not include striping for bicycle facilities. However, due to the speed and volume of vehicles along the road, its connectivity through the sector plan area, and its connection to FedEx Field, designated bike lanes are recommended. Brightseat Road should also include accommodations for bicycles and pedestrians at the planned interchange with MD 202. These facilities will provide safe nonmotorized connectivity to the Landover Civic Center and commercial core from surrounding neighborhoods.

The area master plan also recognizes the importance of providing sidewalks as new development occurs and road frontage improvements are made. The area master plan includes the following text regarding sidewalks and further identifies Brightseat Road and Evarts Street as priority sidewalk corridors:

- **Provide standard sidewalks along both sides of all internal roads within the study area.**

The provision of sidewalks and trail connections will enhance the walkability of the neighborhood, as well as ensure that adequate pedestrian facilities exist to schools.

- **Brightseat Road and Evarts Street are designated as priority sidewalk corridors due to their access through and around the planned regional center and their access to local community facilities.**

For the sector plan area to be walkable, pedestrian facilities and safety need to be improved along these corridors.

The Complete Streets element of the MPOT reinforces the need for these recommendations and includes the following policies regarding sidewalk construction and the accommodation of pedestrians.

**POLICY 1: Provide standard sidewalks along both sides of all new road construction within the Developed and Developing Tiers.**

**POLICY 2: All road frontage improvements and road capital improvement projects within the developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.**

Consistent with these policies, sidewalks along both Brightseat Road and Evarts Street should be brought into conformance with current Americans with Disabilities Act (ADA) requirements and the Department of Public Works and Transportation specifications and standards for the frontages of the subject site. Sidewalks are also recommended along both sides of all internal roads, excluding alleys. The internal sidewalk network is comprehensive and sidewalks are provided along both sides of most internal roads. A few additional sidewalk segments are recommended. The proposed locations are marked in red on the attached exhibit. Bicycle parking should be provided at locations serving the multifamily units. The location and number should be marked and labeled on the DSP.

#### **Bicycle Pedestrian Impact Statement (BPIS) Exhibit**

Because the site is located in the designated Landover Gateway Center, it is subject to the requirements of Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2” at the time of PPS. Staff has worked with the applicant to identify potential off-site improvements potentially qualifying for an expedited review process. An exhibit of the off-site improvements approved as part of Preliminary Plan 4-16038, which is required with the DSP prior to signature approval. This exhibit should provide sufficient detail to establish that the improvements can be accommodated within

the public right-of-way, to show limits and locations and include any appropriate specifications or standards that will be used.

d. **Subdivision**— The Planning Board found the following:

The subject property is located on Tax Map 60 in Grid B-2 and is known as Parcels A and B. Parcel A was recorded in Plat Book WWW 67-1 on December 14, 1967. Parcel B was recorded in Plat Book WWW 70-100 on February 26, 1969. The property is entirely under the ownership of the Redevelopment Authority of Prince George's County and consists of 27.24 acres in the M-X-T (Mixed-Use Transportation-Oriented) Zone. The property is currently vacant and was previously improved with 578 garden apartments that were demolished by the Redevelopment Authority of Prince George's County in preparation for the redevelopment of the site.

The applicant is proposing a Residential Revitalization project in accordance with County Council Bill CB-95-2016, which proposes the development of 97 townhomes, 232 multifamily units, and 101 age-restricted/senior housing units. The site is proposed to contain a 5,748-square-foot community building, swimming pool, locker rooms, lobby and office areas, fitness and multipurpose rooms, mechanical, electrical and storage rooms and a lifeguard room. The site will be served by private roads and alleys that will provide vehicular access to Brightseat Road to the east, Hamlin Street to the north, and Evarts Street to the south.

The applicant is proposing to subdivide the vacant property to create residential lots and parcels, which requires the approval of a PPS. Preliminary Plan 4-16038 has been submitted for this property, is being processed concurrently with this DSP application and is scheduled to be heard by the Planning Board on July 20, 2017. Variations have been requested with the PPS from Section 24-128(b)(7)(A) of the Subdivision Regulations, to allow townhouse lots that do not have frontage on and pedestrian access to a public right-of-way, and to allow multifamily dwellings to be served by a private road. The lotting pattern and street grid system reflected on the submitted DSP is consistent with the submitted PPS.

e. **Permit Review**—The Planning Board found no permit-related issues.

f. **Environmental Planning**—The Planning Board found that this site is exempt from the Woodland and Wildlife Habitat Conservation Ordinance (S-002-16).

g. **Prince George's County Fire Department**—In a memorandum dated June 27, 2017, the Prince George's County Fire Department offered comment regarding needed accessibility, private road design, and the location and performance of fire hydrants.



- h. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated July 3, 2017, DPIE offered numerous comments, which will be addressed through their separate permitting process. With respect to stormwater management, DPIE stated that the subject DSP is in conformance with the approved Stormwater Management Concept Plan, 32858-2016-00.
- i. **Prince George's County Police Department**—The Police Department did not provide comment regarding the subject project.
- j. **Prince George's County Department of Housing and Community Development**—In a memorandum dated June 23, 2017, the Prince George's County Department of Housing and Community Development, stating their support for the subject DSP, offered the following:

The Glenarden Apartments Redevelopment Project is a major phased redevelopment effort spearheaded by the Redevelopment Authority of Prince George's County, the current site owner. The Redevelopment Authority has demolished the original 578-unit blighted and crime-ridden complex and partnered with lead developer Pennrose Properties, LLC to design and develop 430 units of new, affordable, workforce, and market rate, multifamily housing and homeownership units targeted to seniors and families. The redevelopment plan includes a community center, a pool, and green space in a pedestrian-friendly environment.

The Glenarden Apartments Redevelopment Project supports the following goals of the Prince George's County Housing and Community Development Consolidated Plan 2016-2020, as well as countywide revitalization and fulfilling community needs:

- (1) Increases the supply of new affordable rental housing;
- (2) Increases the supply of new homeownership opportunities;
- (3) Eliminates community blight;
- (4) The planned mixed-income nature of the project targets provision of new rental and homeownership units, ranging in price from 30 to 120 percent of the area median income, and will significantly deconcentrate poverty in the census tract where the site is currently located; and
- (5) The Glenarden Apartments Redevelopment Projects is strategically located within a mile of the vacant Landover Mall and the planned Prince George's County Regional Medical Center in Largo, offering the opportunity to provide new workforce housing for new employees.

The Maryland-National Capital Park and Planning Commission's (M-NCPPC) timely processing of the preliminary plan of subdivision and the detailed site plan for the Glenarden Apartments Redevelopment Project, to facilitate issuance of building permits and closing on financing by September 30, 2017, is greatly appreciated. Thank you for your continuing assistance.

- k. **Prince George's County Health Department**—The Health Department did not provide comment regarding the subject project.
  - l. **Maryland State Highway Administration (SHA)**—A preliminary letter was received regarding a submitted traffic impact study, dated June 26, 2017 from SHA. A representative of SHA indicated that more comment will be forthcoming from SHA after the applicant has responded to the concerns raised in the letter.
  - m. **Washington Suburban Sanitary Commission (WSSC)**—In an e-mail received June 21, 2017, WSSC offered numerous comments that will be addressed through their separate permitting process
  - n. **Verizon**—Verizon did not provide comment regarding the subject project.
  - o. **Baltimore Gas and Electric (BG&E)**—BG&E did not provide comment regarding the subject project.
  - p. **City of Glenarden**—The City of Glenarden did not provide comment regarding the subject project.
13. Based on the foregoing analyses and as required by Section 27-285(b)(1) of the Zoning Ordinance, the DSP will, if approved with the proposed conditions below, represent a most reasonable alternative for satisfying the site design guidelines, in so far as they are applicable per Section 27-445.10(b)(4), without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.
14. Section 27-285(b)(4) of the Zoning Ordinance provides the following required finding for approval of a DSP:
- (4) **The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible.**

The site contains limited stream buffer and floodplain associated with a stream and wetland system located off-site to the west. The Planning Board found that the on-site regulated environmental features have been preserved to the fullest extent possible.

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 Detailed Site Plan DSP-16059, subject to the following conditions:

1. Prior to certificate approval of the detailed site plan (DSP), the following revisions shall be made to the plans and additional specified material be submitted:
  - a. Provide dimensions of each building including building height.
  - b. The applicant shall provide a general note that reflects all development regulations regarding the height of structures, lot size and coverage, frontage, setbacks, density, bedroom percentages, number of uses, and other requirements set by the DSP.
  - c. Obtain signature approval of Preliminary Plan of Subdivision 4-16038. The DSP shall be revised to be consistent with the approved PPS 4-16038, if it is necessary.
  - d. The applicant shall revise the landscape plan for the project to demonstrate, as much as is practical per Section 27-445.10(b)(6) of the Zoning Ordinance, conformance with the requirements of Section 4.3, Parking Lot Requirements, Section 4.4, Screening Requirements, Section 4.6, Buffering Development From Streets, Section 4.7, Buffering Incompatible Uses, Section 4.9, Sustainable Landscaping Requirements, and Section 4.10, Street Trees Along Private Streets of the 2010 *Prince George's County Landscape Manual*, to be reviewed and approved by the Urban Design Section as the designee of the Planning Board.
  - e. Revise the plans to include a detail of the light fixture(s) to be used on the site and submit a photometric plan demonstrating conformance with the lighting design standards contained in Section 27-274(a)(3) of the Zoning Ordinance. The Urban Design Section shall approve the lighting fixture(s) and make a determination regarding the adequacy of the lighting as the designee of the Planning Board.
  - f. Hardscape details, design in general accordance with the site and streetscape amenities guidelines contained in Section 27-274 (6) of the Zoning Ordinance, shall be provided on the plans. Such details shall be approved by the Urban Design Section as designee of the Planning Board.
  - g. All multifamily elevation drawings shall be correctly labeled with dimensions, color and building materials.
  - h. Revise site plan to include the additional sidewalk connections marked in red on the Transportation Staff Exhibit A.

- i. Provide bicycle racks for short-term bicycle parking at locations convenient to the multifamily buildings and provide detail for bike racks to be reviewed and approved by the Urban Design Section and the trails coordinator as the designees of the Planning Board.
  - j. Provide a standard deck on all rear-loaded townhouse units.
  - k. Provide a minimum of three-architectural features in a balanced composition on the highly-visible end units.
2. The applicant and the applicant's heirs, successors, and/or assignees shall reconstruct the sidewalks along the subject site's entire frontage of Brightseat Road and Evarts Street to meet current Department of Public Works and Transportation specifications and standards, unless modified by the Department of Permitting, Inspections and Enforcement.

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 Washington, seconded by Commissioner Geraldo, with Commissioners Washington, Geraldo, Bailey, Doerner, and Hewlett voting in favor of the motion at its regular meeting held on Thursday, July 20, 2017, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 27th day of July 2017.

Patricia Colihan Barney  
Executive Director

By Jessica Jones  
Planning Board Administrator