

July 30, 2009

MEMORANDUM:

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Conceptual Site Plan, CSP-01015
Type I Tree Conservation Plan, TCP I/7/90
Town Center at Camp Springs - Core Area

REVISED RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE CSP-01015 and TCP I/7/90 subject to the following conditions:

1. Total development within the subject property under Phase I shall be limited to 1,700 residences, of which no fewer than 250 shall be senior housing residences, 150,000 square feet of retail space, and 968,500 square feet of general office space; or different uses generating no more than the number of peak hour trips (1,490 inbound AM peak hour vehicle trips and 1,243 outbound PM peak hour vehicle trips) generated by the above development.
2. Total development within the subject property under Phase II shall be limited to 2,500 residences, of which no fewer than 250 shall be senior housing residences, 150,000 square feet of retail space, and 2,700,000 square feet of general office space. Development under Phase II must be preceded by a traffic study. This future traffic study must either (a) demonstrate compliance with the trip cap under the provisions of Condition 10 of the resolution approving 4-90037 or by other means resulting from the proximity of the development to Metrorail; or (b) seek to expand the trip cap through the expansion of allowable roadway capacity in the area by filing a Preliminary Plat.
3. Future Detailed Site Plans shall, at a minimum, provide the level of pedestrian connections that are shown conceptually on the current plans. Additionally, future plans shall include the following considerations:

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- a. Provision of [more] direct pedestrian connections rather than [more] circuitous ones.
 - b. The siting of proposed buildings in Phase II closer to the Metrorail station, and siting parking facilities farther away.
 - c. The placement of building entrances closer to rather than farther from the pedestrian network.
 - d. The concept of a central pedestrian link through the semicircle to the station shall be retained on all future plans.
4. A trail connection shall provide access to the future extension of the Henson Creek Trail. The exact location of the trail connection shall be determined at the time of Detailed Site Plan, but a connection directly to the portion of the stream valley owned by the M-NCPPC Department of Parks and Recreation is preferred. A trail location (within a public use easement) on or in the vicinity of the existing stormwater management pond access road may be appropriate. The width of the trail shall be determined at Detailed Site Plan.
 5. [The overall development covered by the Conceptual Site Plan shall not be less than 0.85 Floor Area Ratio.] Each Detailed Site Plan (not including those for infrastructure or recreational facilities) in Phase I shall be developed at no less than 0.3 [0.4] Floor Area Ratio (based on Net Lot Area). Phase II of the development (as defined in condition 2) shall include an area for high intensity development[.] such that, the overall development covered by Phases I and II shall not be less than 0.85 Floor Area Ratio (based on Net Lot Area). [The area] Phase II shall include Pod C in its entirety and five acres of developable land within Pod B but shall not include the central green area. Phase II development may proceed concurrent with Phase I, provided that, the cumulative combined FAR of Phase I approved, and all proposed Phase II, equals or exceeds the minimum 0.85 FAR. The high intensity preservation area is flexible in location and configuration within Pod B as long as it achieves the goal of high intensity/density and incorporates the design elements associated with the common green area .
 6. Prior to certificate of approval, the TCPI shall be revised to include a Prince George's County Woodland Conservation Worksheet. The TCPI shall meet all requirements of the Woodland Conservation Ordinance in effect at the date of approval of TCPI/7/90.
 7. A revised TCPII shall be submitted as part of each Detailed Site Plan application.
 - [8. Prior to certificate of approval, the TCPI shall be revised to show the areas of disturbed wetland buffer as revegetated.]
 8. [9.] Prior to certificate of approval, all streams shall be clearly identified on the TCPI and Conceptual Site Plan and the correct location of the stream buffer shall be shown . On all

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appropriate plans the wetland buffers and adjacent steep slopes shall be shown as preserved [and/or restored].

9. [10.] Prior to approval [acceptance] of a Detailed Site Plan a wetlands study and all applicable permits shall be submitted to the Environmental Planning Section.
10. [11.] Prior to acceptance of a Detailed Site Plan the applicant shall provide evidence that the existing stormwater management facility is adequately sized to serve the entire development. If it is not sized to accommodate all future stormwater runoff, the Stormwater Management Conceptual Plan shall be revised to show one or more [a single] coordinated stormwater management facility to serve all of the proposed development that is part of the Conceptual Site Plan. The concept shall not include the provision of ponds on a lot by lot basis.
11. [12.] Prior to certificate of approval, the applicant shall submit evidence that stormwater management on this site shall include water quality measures that treat the first-flush of stormwater runoff from paved surfaces to protect the water quality of Henson Creek.
12. [13.] Prior to acceptance of a Detailed Site Plan, a Phase I Noise and Vibration Study shall be submitted to the Environmental Planning Section.
13. [14.] Prior to certificate of approval, the Conceptual Site Plan shall be revised to show the 65 dBA noise contour based on the Phase I Noise Study.
14. [15.] The applicant, his successors, and/or assigns shall provide adequate, private recreational facilities for each Detailed Site Plan in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*. The applicant, his heirs or successors shall consider the feasibility of organizing the recreational facilities into one or more central recreational areas.
15. [16.] The private recreational facilities shall be reviewed by the Urban Design Review Section of the Development Review Division (DRD) for adequacy and property siting, prior to approval of the Detailed Site Plan by the Planning Board.
16. [17.] Submission of three original, executed Recreational Facilities Agreements (RFA) or similar alternative to DRD for their approval, three weeks prior to a submission of a grading permit. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland.
17. [18.] Submission to DRD of a performance bond, letter of credit or other suitable financial guarantee, in an amount to be determined by DRD, within at least two weeks prior to applying for building permits.
18. [19.] The developer, his successor and/or assigns shall satisfy the Planning Board that there are adequate provisions to assure retention and a future maintenance of the proposed recreational facilities.

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19. [20.] The land to be conveyed to a Homeowners Association shall be subject to the application conditions below:

- a. Conveyance shall take place prior to the issuance of building permits.
- b. A copy of unrecorded, special warranty deed for the property to be conveyed shall be submitted to the Subdivision Section of the Development Review Division (DRD), Upper Marlboro, along with the final plat.
- c. All waste matter of any kind shall be removed from the property prior to conveyance, and all disturbed areas shall have a full stand of grass or other vegetation upon completion of any phase, section or the entire project.
- d. The conveyed land shall not suffer the disposition of construction materials, soil filling, discarded plant materials, refuse or similar waste matter.
- e. Any disturbance of land to be conveyed to a Homeowners Association shall be in accordance with an approved Specific Design Plan or shall require the written consent of DRD. This shall include, but not be limited to the location of sediment control measures, tree removal, temporary or permanent stormwater management facilities, utility placement and stormdrain outfalls. If such proposals are approved, a written agreement and financial guarantee shall be required to warrant restoration, repair or improvements required by the approval process.
- f. Stormdrain outfalls shall be designed to avoid adverse impacts on land to be conveyed to a Homeowners Association. The location and design of drainage outfalls that adversely impact property to be conveyed shall be reviewed and approved by DRD prior to the issuance of grading or building permits.
- g. Temporary or permanent use of land to be conveyed to a Homeowners Association for stormwater management shall be approved by DRD.
- h. Stormdrain outfalls shall be designed to avoid adverse impacts on adjacent land owned by or to be conveyed to The Maryland-National Capital Park and Planning Commission (M-NCPPC). If the outfalls require drainage improvements on land to be conveyed to or owned by M-NCPPC, the Department of Parks and Recreation (DPR) shall review and approve the location and design of these facilities. DPR may require a performance bond and easement agreement prior to issuance of grading permits.
- i. There shall be no disturbance of any adjacent land that is owned by, or to be conveyed to, M-NCPPC without the review and approval of DPR.

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- j. The Planning Board, or its designee, shall be satisfied that there are adequate provisions to assure retention and future maintenance of the property to be conveyed.

20. [21.] Prior to approval of a Detailed Site Plan, the following shall be demonstrated on the plans:

- a. The streetscape treatment shall include an eight-foot wide sidewalk along Auth Way/Capital Gateway Drive, special pavers in crosswalks, special pedestrian lighting, and furnishings including seating elements. Six-foot wide sidewalks shall be provided along secondary streets and/or drives (the main streets within each development pod) and the green areas. Tertiary streets and/or drives shall have four foot wide sidewalks.
- b. Street trees shall be located approximately 35 feet on-center if they do not exist in the right-of-way. A staggered row of the same species shall be planted at the same interval on the other side of the sidewalk, unless the buildings are located at or near the street line.
- c. The building materials, [and] architecture and height of structures shall be high quality and compatible to each other, [including parking garages.] In order to create a harmonious theme to the overall development, the DSP shall employ one or more design elements such as similar or same types of exterior finish materials, massing, articulation, window fenestration or color. Parking garages, where a substantial portion of the garage is visible from a street, shall be visually compatible with surrounding buildings. [The same materials shall be used throughout the development and colors of materials shall be repeated.]
- d. In Phase I, the [The] minimum height of office and residential structures shall be three [four] stories. In Phase II, the minimum height of office and residential structures shall be five stories. Retail uses are encouraged to be located on the first floor of a mixed-use building.
- e. A visual connection from the residential development in Pod A to the green space component within Pod B shall be provided via the street connections by incorporating medians, or by connecting the greenspace to frontage along the road across from the residential development in Pod A.
- f. The outdoor public space/green area shown as 60,000 square feet in Pod A and 60,000 [80,000] square feet in Pod B shall not be reduced in size on the Detailed Site Plans. The configuration of the space may change, if the balance of the space to the development of structures around it is in scale.
- g. The provision of a gasoline station use within Pods A and B is prohibited.
- h. The need for a bus stop shall be determined and designed if found to be needed.

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- i. Surface parking shall not be located along the street edge of Auth Way/Capital Gateway Drive. Surface parking [It] shall [not] be heavily buffered through the use of landscaping or decorative brick walls, whichever is determined to be appropriate at the time of Detailed Site Plan, when visible from Auth Way/Capital Gateway Drive.

- 21. [22.] Any residential development located within Pod B shall be located across from Pod A.
- 22. [23.] At the time of Detailed Site Plan review for any land within Pod A, the applicant shall provide section drawings to determine the visual impact of the proposed development from Suitland Parkway.
- 23. [24.] At the time of the first Detailed Site Plan submission, a comprehensive design approach is required for the proposed signage for the commercial/retail components. Freestanding signage shall not exceed ten [six] feet in height.
- 24. [25.] Development beyond 1,200 dwelling units shall require the development of a retail component to serve the [needs of] residents; the development of an office building with a retail component is acceptable. This condition may also be fulfilled by the same development on Lot 34 (the Companion CSP-01016). Issuance of a use and occupancy permit for the retail will be required prior to the release of the 1200th residential building permit.
- 25. [26.] Prior to a Detailed Site Plan Plan submission in the area shown in the CSP as the outdoor public space/green area within Pod B, indicating a pedestrian connection to the Metro Station, the applicant shall submit evidence indicating that the Office of Property Development and Management has accepted for review a plan showing a pedestrian connection to Metro.
- 26. [27.] Prior to acceptance of a Detailed Site, the applicant shall submit a parking and loading study in accordance with Sections 27-574 and 27-583. The study shall be consistent with traffic analyses done in support of the Conceptual Site Plan, particularly in regard to assumptions made for transit mode share for the various uses and internal trip satisfaction between the uses.
- 27. [28.] If a DSP is submitted for a portion of Pod B that deviates from the Illustrative Plan, a revised layout for the remaining portion of Pod B shall be included as part of the submittal. It shall demonstrate an alternative layout that includes the outdoor public space/green area in keeping with the concept demonstrated in the Illustrative Plan.

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