

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-01016
Type I Tree Conservation Plan, TCP I/20/98
Town Center at Camp Springs - Lot 34

The Urban Design staff has reviewed the Conceptual Site Plans for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

EVALUATION

The Conceptual Site Plan was reviewed and evaluated for conformance with the following criteria:

1. Conformance to the M-X-T Zone (Mixed Use -Transportation Oriented) Section 27-542 through 27-546.
2. Section 27-274 of the Zoning Ordinance for conformance to the Site Design Guidelines.
- c. Conformance to the requirements of the *Landscape Manual*.
- d. Conformance to the requirements of the Woodland Conservation and Tree Preservation Ordinance.
- e. Referrals.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. Lot 34 of the Town Center at Camp Springs property is a total of 9.04 acres of land in the M-X-T Zone. Section 27-546 requires the approval of a Conceptual and Detailed Site Plan for all uses and improvements in the M-X-T Zone. Section 27-273 of the Zoning Ordinance explains the specific purposes of the Conceptual site plan as follows:

a. The specific purposes of Conceptual Site Plans are:

- (1) To explain the relationships among proposed uses on the subject site , and between the uses on the site and adjacent uses;**
- (2) To illustrate approximate locations where the buildings, parking lots, streets, green areas, and other similar features may be placed in the final design of the site.**
- (3) To illustrate general grading, woodland preservation areas, planting, sediment control, and storm water management concepts to be employed in any final design for the site; and**
- (4) To describe, generally, the recreational facilities, architectural form of buildings, and street furniture (such as lamps, signs, and benches) to be used on the final plan.**

In this case (as in the typical application) the applicant has submitted both a bubble diagram and an illustrative plan that will demonstrate the points above. The staff recommendation includes the revision of plans within this application such that the purposes of the Conceptual Site Plan and the M-X-T Zone will be fulfilled.

2. The subject property was previously zoned I-3 and is also known as the Baker tract. It is located at the northeast quadrant of the intersection of Auth Way and Britannia Way. The property had a Conceptual Site Plan, Preliminary Plat and a Detailed Site approved in 1998 for Strayer University, which was ultimately withdrawn. Subsequently the property was approved as a final plat and recorded.
3. The proposed site development data for the subject application is as follows:

Zone	M-X-T
Gross Tract Area	9.04 acres
Area within 100 year floodplain	0
Net Tract Area	9.04 acres

Proposed Uses and Square Footage of Development

Commercial Retail	1,000 - 158,000 square feet
Office	<u>2,000 - 159,000 square feet</u>

Total Square Footage proposed 80,000-160,000 square feet
combined

Proposed Floor Area Ratio

0.2 - 0.4

4. The property is the subject of a preliminary plat and several record plats. Preliminary Plat 4-98024 was approved with several conditions. Record Plat VJ 184 @ 96 is the legal description of the property. Since the property has already been platted, the applicant would not need approval of a new preliminary plat unless the proposed uses generate trips in excess of the caps, necessitating a new adequacy test and finding.
5. The Community Planning Division provided the following information in their referral from Paul Fields and Dineene O'Connor to Susan Lareuse dated May 8, 2001:

■ Land Use Recommendation : The recently approved master plan designates a mix of uses including office, retail and residential for this area. The master plan goal is to provide for an appropriate mix of land use opportunities at this location adjacent to Branch Avenue Metro station. The placement of the subject site in the M-X-T Zone allows for maximum flexibility in relation to land use, density and design requirements.

■ The master plan states the following: "The overall area lends itself to intensive development because of the Metro station. The rezoning of the Capital Gateway site to the M-X-T Zone will allow maximum development flexibility in terms of land use, development intensities and site design. For the Capital Gateway site, the future land uses could be mixed in a compatible manner throughout the development or portions of the overall property could be developed with similar uses. Any residential and office development could have varying intensities within the site. As the development of the site may evolve over time, it should respond to any long-term changes in the market. The M-X-T Zone and its review process allows for this flexibility."

■To promote the attractiveness of the site, landscaped plazas are recommended to be located in well-traveled pedestrian areas to offer convenient, yet inviting, outdoor setting for office workers, shoppers and residents. Well-lit and appropriately sized walkways should be provided throughout the area for efficient access to Metro and to promote interaction between the various land uses.

Comment : The discussion of flexibility in the master plan reflects the stated purpose of the M-X-T Zone in that Section 27-542 (a)(8) states one of the purposes of the zone is;

■To permit a flexible response to the market....•

The discussion in the Master plan justifies the rezoning of the land from the I-3 Zone to the M-X-T so that residential, retail and office development of the site can occur in response to the market. The Conceptual Site Plan reflects the applicant's desire to allow for flexibility in the development of the site by showing office and retail land use proposals for the development. The Master plan goes on to state that the site lends itself to be intensively developed because of its proximity to the Metro. This is sound planning from both a local and regional standpoint. The conditions of approval propose a two phase development plan, as it is recognized that as the market develops the site may evolve in the intensity of the development.

■Other Plan Recommendations : The plan includes *urban design recommendations for designated gateway roads* to be used to guide streetscape improvements, new development and redevelopment for the gateways and its frontage properties (Focus Area Land Use and Gateways Chapter) . These recommendations are often focused on improvements within the road right-of-way, but in many instances they pertain to frontage property on-site improvements. The plan identifies five Focus Areas which each have individual recommendations. The subject site is included in Focus Area 1. Focus Area 1 includes Auth Road, Auth Way and Auth Place. Lot 34 abuts Auth Way.

■The plan further recommends for the three gateway roads in the Focus Area that a comprehensive and coordinated streetscape approach be developed. This includes addressing sidewalks, crosswalks, pedestrian lighting, furnishings and amenity treatments. Lot 34 fronts on one of the designated roads, it is envisioned that what is accomplished in terms of the street scape could be used as a benchmark for a comprehensive streetscape plan for the gateway roads.

■The master plan also includes *urban design recommendations for commercial, employment and residential areas in general* (Urban Design Chapter). The following summarizes the plan urban design recommendations that can be applicable to the non-residential portion of the development proposal:•

- ■Provide consistent sidewalk widths and sidewalk materials for a clearly defined pedestrian network throughout the development.•

Comment: It is appropriate to provide an eight-foot wide sidewalk along Auth Way and Britannia Way. The design of the details should be reviewed and approved in conjunction with the Detailed Site Plan.

- ■Provide appropriate pedestrian connections to adjacent residential areas.●

Comment: This comment does not apply to this site because it is not directly adjacent to the residential properties in the area.

- ■Streets trees should be planted along the roads to provide a consistent and unifying planting pattern.

Comment: If existing trees are located within the right-of-way, the detailed site plan should identify the existing trees and adjustments such as supplemental planting should be done. On the other side of the sidewalk another row of trees of the same species planted at the same interval, but staggered from the street trees should be planted to create a continuous planting design. This issue will be addressed at the time of Detailed Site Plan.

- ■Street furnishings should be provided at appropriate locations such as outdoor plazas, courtyards, bus stops, etc.●

Comment: Bus stop areas should be identified in the future and will be addressed at the time of Detailed Site Plan. The Detailed Site Plan should be evaluated for the needs of the future users of the site as to appropriateness of outdoor plazas, courtyards and recreational areas.

- ■Street lights should be pedestrian in scale.●

Comment: In addition to the street lighting required by the Department of Public Works and Transportation, a consistent approach to the lighting of the main pedestrian route should be established. The lighting is also necessary along any green areas with frontage on a visually prominent public space or common area. These areas will be identified at the time of review of the Detailed Site Plan, as well as the details and specifications of the lighting fixtures.

- ■Proposed development should provide a consistent architectural treatment by use of compatible building materials and exterior facade articulation.●

Comment: This concept is important to create a visually unified approach to the development and will be reviewed at the time of the Detailed Site Plans. Materials should be of high quality, and should be coordinated throughout the site and will be expected at the time of Detailed Site Plan.

- ■Ground mounted low height signs are encouraged.●

Comment: Low signage is appropriate to retail or office development, not more than six feet in height. Retail signage, both free standing and building mounted, should be compatible with the architectural features of the building and will be reviewed at the time of the Detailed Site Plan.

6. The subject application was referred to the Environmental Planning Section, and in a memorandum (Ingrum to Lareuse) dated May 18, 2001, the following comments were provided:

■The Environmental Planning Section has reviewed the additional information provided by the applicant for the above referenced Conceptual Site Plan and Type I Tree Conservation Plan and has found that the additional information has addressed the concerns previously expressed. This Conceptual Site Plan and Type I Tree Conservation Plan are recommended for approval subject to the findings and conditions discussed below.

■Background

■This site has been previously reviewed by the Environmental Planning section as 4-98024, DSP-98023 and DSP-98020. This site is subject to approved TCPI/20/98. The current application is a Conceptual Site Plan for a portion of the town center at Camp Springs consisting of residential and commercial uses.

■Site Description

■This 9.04 acre site is located just south of Suitland Parkway at the Branch Avenue Metro. A review of the information available indicates that no streams, wetlands, wetland buffers, 100-year floodplain, or steep slopes are found to occur on the property. The soils found to occur according to the Prince George's County Soil Survey are predominantly gravel pit or disturbed soils. Since the exact nature of the soils is not known DER may require a soils study prior to issuance of building permits. This site is adjacent to the Branch Avenue Metro line which is considered a significant noise generator. The sewer and water service categories are S-3 and W-3. According to information obtained from the Maryland Department of Natural Resources Natural Heritage Program there are no rare, threatened or endangered species found to occur in the vicinity. There are no scenic or historic roads in the vicinity of this site.

■Environmental Review

- a. ■This site is subject to the Woodland Conservation Ordinance because it is more than 40,000 square feet in size and contains more than 10,000 square feet of woodland. A Tree Conservation Plan is required. This site is subject to TCPI/20/98. The applicant is required to submit a TCPI with the Conceptual Site Plan. The TCPI does not include Standard Type I Tree Conservation Plan notes. These notes are required on all Tree Conservation Plans and should be included on the TCPI. In addition, a Type II Tree Conservation Plan must be submitted as part of the Detailed Site Plan application.

■Recommended Condition: Prior to acceptance of a Detailed Site Plan, the TCPI shall be revised to include the Standard Type I Tree Conservation Plan notes.

■Recommended Condition: A TCPII shall be submitted as part of the Detailed Site Plan application.

- b. ■The scheme for stormwater management has not been presented on the plans. A copy of the conceptual stormwater management plan is needed for review of this Conceptual Site Plan. A copy of the Stormwater Management Concept Approval Letter was provided with this application but it has expired. A current Stormwater Management Concept Approval Letter is required.

■Recommended Condition: Prior to certification of the Conceptual Site Plan a stormwater management conceptual plan and current Stormwater Management Concept Approval Letter shall be submitted to the Planning Department for review. The plan shall show the proposed conceptual location of the stormwater management facility or facilities and should be designed to coordinate the stormwater management concept on the site with adjacent parcels as much as possible.

- c. ■This site is adjacent to the Branch Avenue Metro line, a significant noise generator. A phase I Noise Study and a Phase I Vibration Study are required to determine if noise and vibration will be a problem for the proposed uses.

■Recommended Condition: Prior to acceptance of a Detailed Site Plan a Phase I Noise and Vibration Study shall be submitted to the Environmental Planning Section.●

Comment: The conditions recommended by the Environmental Planning Section are included in the recommendation section of this report.

7. The subject application was referred to the Transportation Planning Section and in a memorandum (Masog to Lareuse) dated May 21, 2001 the following comments were provided:

■The Transportation Planning Section has reviewed the Conceptual Site Plan application referenced above. The subject property consists of approximately 9.04 acres of land in the M-X-T Zone. The property is located in an area generally bounded by the Metrorail Green Line tracks, Auth Way, and Britannia Way. The applicant proposes to develop the property under the M-X-T zoning with up to 550,000 square feet of retail, office and residential space.

■Although the subject application is the initial Conceptual Site Plan under the M-X-T zoning for the subject property, with the zoning having been granted through a Sectional Map Amendment, the applicant has not prepared a traffic impact study in support of the plan. Instead, the applicant is relying upon a finding of adequate transportation facilities made in

1998 with the approval of Preliminary Plat of Subdivision 4-98024. In attached correspondence dated April 14, 2000, the chief of the Development Review Division, after consultation with senior transportation staff, agreed that an adjacent property was entitled to a level of development compatible with a prior approved trip cap. Because a similar situation exists for the subject property, that decision would appear to govern review of the subject property as well. The property currently exists as a recorded lot. There are two transportation-related conditions that would need to be met prior to building permits being issued on the property. All site-generated trips have been a part of all subsequent traffic studies. Therefore, the findings and recommendations outlined below are based upon a comparison of the proposal with the underlying trip cap, a review of some background materials received from the applicant, and analyses conducted by the staff which are consistent with the *Guidelines for the Review of the Traffic Impact of Development Proposals*.

■ Staff Analysis of Traffic Impacts

■ The trip cap placed upon the subject property by Preliminary Plat of Subdivision 4-98024 was based upon the analysis of the property as a campus for Strayer University. As such, it is peculiar because the cap allows very few AM trips and many more PM trips. The approved trip cap allows uses which would generate A MAXIMUM of 16 total AM peak hour vehicle trips and 202 total PM peak hour vehicle trips.

■ The applicant has proposed a maximum of 200 dwelling units, 150,000 square feet of retail space, and 200,000 square feet of office space. In response to that proposal and materials provided by the applicant, the transportation staff has prepared a Trip Generation Summary table (staff Exhibit A attached) which is included within the text of this memorandum. This table forms the basis of the staff's analysis for Phase I. The assumptions are complex, and are explained in great detail below:

■ *Existing Trip Cap*

■ The trip cap is explained above, and is shown in the table (staff Exhibit A). Only the numbers in bold (16 total AM trips and 202 total PM trips) control the quantity of the development which can be approved, as those were the only numbers specified in the condition for 4-98024.

■ *Phase I Site Development*

■ This portion of the table (staff Exhibit A) indicates trip generation of each proposed land use with no allowance given for the site's proximity to the Metrorail station (virtually all of the proposed development is within a one-half mile walking distance of the Branch Avenue Metrorail station) or for the ability of the uses within the site to exchange trips (internal trip satisfaction). All trip generation rates are given in accordance with those in the *Guidelines* except as noted below:

- a. ■ The proposal suggests that 200 residences could be placed on the property, but staff has not assumed residential development within the subject property. The

property is of poor quality and is surrounded by industrial, office, and transportation uses, and as such does not appear to be acceptable for housing. Furthermore, the low AM trip cap could not support the construction of more than a fraction of the residential component requested.

- b. ■The *Guidelines* presume that most retail businesses open after the morning peak hour, and therefore show no AM peak hour trip generation. Given that most neighborhood centers have uses which serve morning commuters, AM peak hour rates from the *ITE Manual* are typically used by staff to estimate morning trip generation. Given the low AM trip cap, however, staff will assume the maximum level requested by the applicant with a condition that any retail development open after 9:00 a.m.

■It should be noted that 200,000 square feet of office space has not been utilized in the table. Staff attempted to iterate the results in the table to show a point at which the existing trip cap was fully encumbered, and while 46,500 square feet of retail (opening after 9 a.m.) could be accommodated, only 9,500 square feet of office space could be accommodated by the cap. The resulting Total Site Traffic provides a baseline for the analysis.

■This Conceptual Site Plan must be able to stand alone as an application. While there is considerable reference made to SP-01015 for the Town Center at Camp Springs-Core Area, both that application and the subject application are reviewed independently, with separate analyses of their land use proposals.

■*Internal Trip Satisfaction*

■Where different land uses exist within a common site, some vehicle trips which would ordinarily be expected to utilize area roadways to travel to other nearby or faraway uses for various purposes would instead remain within the site. Such trips WITHIN a site might be made by auto, but are usually made by walking or a similar non-auto mode. When trips are made within a site, the effect is termed internal trip satisfaction, and the staff's assumptions are explained below:

- a. ■Beginning at this point, considerable reference will be made to *Development-Related Ridership Survey II*, prepared for the Washington Metropolitan Area Transit Authority in December 1989 (to be termed the 1989 Ridership Survey). This publication summarizes an extensive survey of residential, retail, office, and hotel uses near Metrorail station. This is done with the purpose of determining how likely persons accessing these land uses are to use Metrorail or other non-auto modes. This publication is the latest such publication done locally, and presumably has not been repeated due to the expense and complexity involved in obtaining and analyzing the data.
- b. ■Residential to Office is an indication of how many persons will live and commute to work within the site. As no residential units are assumed, this factor is zero.
- c. ■Retail to Residential is also zero.

- d. ■Retail to Office is assumed to be one percent. In analyzing SP-01015, staff estimated that 25 percent of the trips to a retail center satisfied by approximately 1 million square feet of office space. Using similar proportions, 9,500 square feet of office space would satisfy 0.25 percent of retail trips to a similar-sized center. The use of one percent is probably reasonable, given that the retail component on this site, as analyzed, is one-third the size of that in SP-01015.

■The resulting Internal Trip Total would be subtracted from baseline Site Traffic.

■*Metrorail and Feeder Bus Ridership*

■These factors are probably the most controversial factors because they are very speculative for non-existing development. They are very dependent upon where patrons and residents are going when they enter or leave the site and the quality of transit service versus auto service along the route. Finally, they are dependent upon the distance from the transit stop and the quality of the intervening walk trip.

■There is a tendency for applicants and traffic consultants to choose a nice, round, ambitious number for transit mode share. There is also a tendency for planners to try to bargain over the number without hard facts such as a size plan with a pedestrian system, a trip distribution, and a knowledge of where the adjacent transit services actually go. This is completely misguided. At the same time, there is a need to consider that development near a Metrorail station may behave a little differently than nearby development which is outside walking range to the rail station. There is some room for a prudent consideration of the relationship to Metrorail when making basic assumptions:

■**Residential development** - The data in the 1989 Ridership Survey indicates that transit mode share very clearly declines from about 70 percent for development about 0.1 miles from a rail station to 22 percent near the 0.5 mile point. Staff measured walk distances from the Branch Avenue Metrorail station to the site and computed an appropriate modal share.

■**Retail development** - Staff did not believe that the data in the 1989 Ridership Survey was very conclusive about the potential transit mode share for the subject site. Figure 38 of the 1989 Ridership Survey suggested a line which did not appear to fit the graphed data, and the equation itself was not well-explained. Based on the average location of proposed retail of 1,600 feet from Metro, and assuming one-half the value suggested in the report, staff estimated a mode share of 14 percent. Even this estimate might be high - the retail component is not large enough to draw trips outside of the immediate area, and there is no other retail adjacent to the site which might draw shoppers.

■**Office Development** - The average walking distance to proposed office development in this site is about 1,400 feet. Staff considered the trip distribution of office trips for this site along with the quality of transit service in assessing a potential modal split to the site as follows:

Evaluation Factors for Transit Mode Share for Office Uses

Direction	Trip Distribution	Transit Mode Share	Comments
From N via MD 5	24.00%	50.00%	Trips from DC; excellent availability of Metrorail and bus service
From NE via MD 458/MD 414	12.00%	13.50%	Trips from Prince George's County inside Beltway; Metrorail inconvenient; some good bus service
From E via I-95/I-495	26.00%	3.50%	Trips from Montgomery, Anne Arundel, Calvert, Prince George's outside Beltway; Metrorail inconvenient for few & absent for most
From S via Auth Road	4.00%	14.50%	Trips from local area or diverted from MD 5; some good bus service
From S via MD 5	9.00%	21.50%	Trips from southern Prince George's and Charles County; some good local bus service and quality express bus service
From W via I-95/I-495	18.00%	3.00%	Trips from 210 corridor and northern Virginia; some good bus service but Metrorail absent for most
From W via MD 414	7.00%	14.50%	Trips from southern Prince George's inside Beltway w/some diversion from 210 & NoVa; some good bus service but Metrorail absent

■Based upon these evaluation factors, the transportation planning staff estimates a transit mode share of 18.5 percent for the office development proposed for the subject property. Figure 32 in the 1989 Ridership Survey suggests that at a suburban station, the rapid transit mode share should be about 13 percent for an office building 1,600 feet from the station. However, the transportation staff's analysis considers that employees of the area might use the feeder bus system which converges upon the Branch Avenue Metrorail station. The staff believes that about one-third of employees will arrive by feeder bus, with the remainder of about 12.5 percent arriving by Metrorail.

■**Summary** - The estimated trip reduction for proximity to transit is an estimate. Staff believes that the estimate is realistic although slightly conservative. Consequently, at the level of development considered, the transportation planning staff believes that these levels of trip reduction can be achieved with very little intervention from the applicant. The primary assumption is that the pedestrian network will be as shown on the Conceptual Site Plan. The resulting Metrorail and Feeder Bus Total would be subtracted from baseline Site Traffic.

■*Summary - Trip Generation Table*

■In the summary portion of the table, the Internal Trips and the Metrorail and Feeder Bus Trips are subtracted from the baseline Site Traffic to estimate External Trip Generation. External Trip Generation is then compared with the Trip Cap (note the bold numbers), and this comparison is shown at the bottom of the table. A negative number would indicate that the trip generation of the proposal exceeds the trip cap, and cannot be allowed under the existing cap. A positive number indicates that extra trips remain unused under the trip cap. A zero value indicates that the proposed use is balanced with the trip cap.

■As noted earlier, staff has determined that zero dwelling units, 46,500 square feet of retail space (opening after 9 a.m.), and 9,500 square feet of office space balances the proposed

land use with the trip cap. That is the quantity which can be approved under Phase I with the existing finding of adequate transportation facilities utilizing the existing trip cap.

Additional office space, retail space, or residential units, up to a total of 200,000 square feet of office space, 150,000 square feet of retail space, and 200 residences, can be approved under this plan with the requirement that a traffic study be done in the future. The future study must either (a) demonstrate compliance with the trip cap stated in the resolution approving 4-98024 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. •

Plan Comments

■All road facilities through the site are at their Master Plan-recommended sections, and no dedication will be required by future plans.

■The pedestrian network shown on this plan is very important to achieving the levels of transit ridership appropriate for the location. Therefore, future Detailed Site Plans should, at a minimum, provide the level of pedestrian connections that are shown conceptually on the current plans. Future Detailed Site Plans should consider the following:

- a. ■Providing more direct pedestrian connections rather than more circuitous ones.
- b. ■Siting buildings closer to the Metrorail station, and siting parking farther away.
- c. ■Placing building entrances closer to rather than farther from the pedestrian network.

■On Sheets 1 and 3 of the Conceptual Site Plan, the street labeled as ■Auth Road• should be labeled as ♦Auth Way.▲

Findings and Recommendations

■This property was placed in the M-X-T Zone by means of a sectional map amendment. Therefore, Section 27-546(d)(8) requires that the applicant demonstrate adequate transportation facilities at the time of Conceptual Site Plan. Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed development as required under Section 27-546(d)(8) of the Prince George's County Code if the application is approved with the following conditions:

- a. ■Total development within the subject property under Phase I shall be limited to 46,500 square feet of retail space (with the restriction that retail businesses open no earlier than 9 a.m.), and 9,500 square feet of general office space; or different uses generating no more than the number of peak hour trips (16 total AM peak hour vehicle trips and 202 total PM peak hour vehicle trips) generated by the above development.
- b. ■Total development within the subject property under Phase II shall be limited to 200 residences, 150,000 square feet of retail space, and 200,000 square feet of

general office space. Development under Phase II must be preceded by traffic study.

This future traffic study must either (a) demonstrate compliance with the trip cap stated in the resolution approving 4-98024 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. Provided the AM trip cap is properly analyzed, the time of day restriction on retail uses may be lifted under Phase II.

- c. ■Future Detailed Site Plans should, at a minimum, provide the level of pedestrian connections that are shown conceptually on the current plans. Additionally, future plans should include the following considerations:
 - (1) ■Provision of more direct pedestrian connections rather than more circuitous ones.
 - (2) ■The siting of proposed buildings closer to the Metrorail station, and siting parking facilities farther away.
 - (3) The placement of building entrances closer to rather than farther from the pedestrian network.●

7. Conformance with the Requirements of the Zoning Ordinance in the M-X-T Zone, including the Requirements of the Prince George's Landscape Manual: The requirements of Section 27-546(d) for development in the M-X-T Zone are as follows:

- 1. The proposed development is in conformance with the purposes and other provisions of this division;

Comment : The proposed development is in conformance with the purposes and other provisions of this Division. The site is located within close proximity to the Branch Avenue Metro Station and the major vehicular interchange of I-95/495 and MD Route 5. The development of this property will promote the effective and optimum use of transit if the density of this area is in accordance with the staff recommendation. A minimum Floor Area Ratio, high enough to ensure Metro ridership, is necessary to enhance the economic status of the county and the region. The proposal will provide for an expanding source of employment and living opportunities for the citizens of the County because the development provides for two of the required uses in the M-X-T Zone, Retail and Office. The proposed development has the potential to encourage a 24 hour environment with the inclusion of a retail and office component, particularly so if the retail component includes

eating and drinking establishments, or other uses that function in the evening hours. The layout of the land uses is appropriate if a retail component is incorporated. The Conceptual Site Plan permits a flexible approach to development in the future. The visual character of the various components of the development will be relate harmoniously to one another through the architectural character of the buildings if the staff recommendation regarding high quality materials and compatibility is adopted.

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

Comment : The proposed development provides for a mix of uses that should be a stimulus for economic revitalization for this area of the county. Staff believes that the infusion of quality commercial and retail components in this area will ultimately improve the quality of life and present a positive image for the community as a whole.

3. The proposed development is compatible with existing and proposed development in the vicinity;

Comment : The staff believes that the proposed development is compatible with, and complementary to, existing and proposed development in the vicinity.

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

Comment : The mix of proposed uses and the arrangement and design of buildings and other improvements will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

The mix of uses includes office and retail. The proposed arrangement of uses as reflected in the building layout should be capable of sustaining an independent environment of continuing quality and stability.

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

Comment : The staff recommendation includes phasing of the project. The main reason for the phasing is that the property is subject to the underlying plat restriction on the property relating to trip generation caps. The first phase of the development includes 46,500 square feet of retail and 9,500 square feet of general office space. The first phase of development is designed as a self-sufficient entity, while allowing for effective integration and maximum flexibility within Phase I.

Phase II is proposed as 160,000 square feet of combined retail and general office space. Neither phase is delegated to a specific land area because of the odd configuration of the site. However, since the applicant has proffered a minimum development of 0.2 FAR, the staff recommends that this become a condition of the approval of any Detailed Site Plan(s) for development of the site.

6. The pedestrian system is convenient and comprehensively designed to encourage pedestrian activity within the development;

Comment : The pedestrian system near a Metro becomes very important in promoting Metro ridership. It must be convenient and comprehensively designed to encourage pedestrian activity within the development to the Metro. All of the pedestrian traffic will filter from the development to the sidewalk within the right-of-way and connect to other uses within the development to the north or the Metro.

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

Comment : See Finding No. 7 for a detailed discussion of all existing and proposed transportation facilities.

8. Design Guidelines : Section 27-274 (a)(6) of the Zoning Ordinance which establishes the required Design Guidelines for site and streetscape amenities for Conceptual Site Plans states the following:

■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:

- (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.●**

In order to provide conformance with the guidelines above, and in an effort to ensure an attractive, quality development, this treatment should include the use of sidewalks at least eight feet wide; special, decorative paving in proposed sidewalks; shade tree plantings on both sides of the sidewalk; and landscape plantings along all roadway frontages and all surface parking areas. A condition has been included in the Recommendation Section of this report which requires that the specific details of the streetscape treatment along the street shall be established at the time of Detailed Site Plan.

9. Section 27-548(d) of the Zoning Ordinance states the following:

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

Sections 4.2, Commercial and Industrial Landscape Strip Requirements, 4.3(b)(c), Parking Lot Requirements, including Landscape Strip Requirements, Perimeter Landscape Strip Requirements, and Interior Planting, and 4.7, Buffering Incompatible Uses, apply to the subject site. Sections 4.2 and 4.3 will be addressed at the time of Detailed Site Plan review when the appropriate detail is shown on the plans.

The development is surrounded by lands owned by WMATA. Section 4.7 of the Landscape Manual requires a 10-foot buffer yard to screen and buffer the proposed development from the WMATA lands. The Conceptual Site Plan indicates the required buffer areas. Interior to the site is another lot under other ownership. A buffer may or may not be required, depending on the proposed use of the property. The Detailed Site Plan will determine that issue.

10. The Urban Design Section is concerned about the future character of the development proposed as office/retail. The illustrative plan proposes an acceptable layout. However, there are basically five areas of concern in regard to development:
 - a. Quality of construction materials - The retail/office component(s) of this development should project an image of high quality. The materials of the existing building on the interior lot and the surrounding area should be considered in the design of a structure on the subject property.
 - b. Height of building - The height of buildings should be comparable to the existing building on the interior lot already developed.
 - c. Relationship of the building to the street - The building should be built to the street line or slightly behind the street-line with intervening landscaping or plaza area. Parking should not be located in front of the building at the intersection of Britannia Road and Auth Way.
 - d. Signage - Staff believes that a comprehensive approach to signage for the subject development would be a benefit to promoting a positive image for the subject development. Therefore, it is recommended that at the time of Detailed Site Plan review specific attention be given to the proposed signage and that a comprehensive signage design approach be undertaken for the commercial/retail and office components of the development.
11. Section 27-574 requires the number of parking spaces required in the M-X-T Zone to be calculated by the applicant and submitted for Planning Board review at the time of Detailed Site Plan. Likewise, Section 27-583 requires that the number of loading spaces required is also to be calculated by the applicant and submitted for review. The staff has added this requirement as a condition to the approval.
12. The Conceptual 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.

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-01016 and TCP I/20 /98 subject to the following conditions:

1. Total development within the subject property under Phase I shall be limited to 46,500 square feet of retail space (with the restriction that retail businesses open no earlier than 9 a.m.), and 9,500 square feet of general office space; or different uses generating no more than the number of peak hour trips (16 total AM peak hour vehicle trips and 202 total PM peak hour vehicle trips) generated by the above development.
2. Total development within the subject property under Phase II shall be limited to 160,000 square feet of combined retail and 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 stated in the resolution approving 4-98024 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 new Preliminary Plat. Provided the AM trip cap is properly analyzed, the time of day restriction on retail uses may be lifted under Phase II.
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:
 - a. Provision of direct pedestrian connections rather than circuitous ones.
 - b. The siting of proposed buildings 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.
4. Prior to certification, the TCP I shall be revised to include the Standard Type I Tree Conservation Plan notes.
5. A TCP II shall be submitted as part of each Detailed Site Plan application.
6. Prior to acceptance of the Detailed Site Plan, a stormwater management conceptual plan and current Stormwater Management Concept Approval Letter shall be submitted to the Planning Department for review. The plan shall show the proposed conceptual location of the stormwater management facility or facilities and shall be designed to coordinate the

stormwater management concept on the site with adjacent parcels as much as possible.

7. Prior to acceptance of a Detailed Site Plan a Phase I Noise and Vibration Study shall be submitted to the Environmental Planning Section.
8. 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 and Britannia Way, special pavers in crosswalks, special pedestrian lighting, and furnishings, including a bus stop if needed.
 - 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, architecture and height of building should be compatible with surrounding structures, particularly the existing building on the lot interior to the subject site.
 - d. A comprehensive design approach is required for the proposed signage for the commercial/retail components. Freestanding signage shall not exceed 6 feet in height.
 - e. Freestanding retail establishments shall be prohibited unless it is an eating and drinking establishment.
 - f. Surface parking shall not be located along the street edge of Auth Way and shall not be visible from the intersection of Britannia Road and Auth Way.
9. Prior to acceptance of a Detailed Site Plan, 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.

10. Each Detailed Site Plan shall be developed at no less than 0.2 FAR in accordance with the Conceptual Site Plan range of densities.