

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

REVISED RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the revised recommendation 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:

Underlining denotes additional language.

[Brackets] denotes deleted language.

- 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.

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- [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.]
  - c. [d.] A comprehensive design approach is required for the proposed signage for the commercial/retail components. Freestanding signage shall not exceed 10 [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.
11. If a DSP is submitted for a portion of the development of Lot 34 that deviates from the Illustrative Plan, a revised layout for the remaining portion of Lot 34 shall be included as part of the development. It shall demonstrate an alternative layout that incorporates a similar amount of green area at the intersection of Auth Road and Britannia Way, as well as along Auth Way/Capital Gateway Drive.

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