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DETAILED SITE PLAN

DSP-02023

Application	General Data
Project Name Town Center at Camp Springs, Phase IA-Lot 34 Multifamily Location 1,200 feet east from the intersection of Auth Way and Britannia Way Applicant/Address Metropolitan Development, LLC 8605 Westwood Center Drive, Suite 301 Vienna, VA 22102	Date Accepted 4/15/02
	Planning Board Action Limit Waived
	ZHE Hearing Date NA
	Plan Acreage 47.25 acres
	Zone M-X-T
	Dwelling Units 397 UNITS
	Square Footage NA
	Planning Area 76A
	Council District 9
	Municipality NA
	200-Scale Base Map 206 NE 5

Purpose of Application	Notice Dates
APPLICANT REQUESTS APPROVAL OF A DETAILED SITE PLAN FOR A RESIDENTIAL DEVELOPMENT CONSISTING OF 397 MULTIFAMILY (APARTMENTS) IN A SINGLE FOUR-STORY STRUCTURE WITH PARKING GARAGE.	Adjoining Property Owners (CB-15-1998) 4/15/02
	Previous Parties of Record (CB-13-1997) 5/8/02
	Sign(s) Posted on Site 6/12/02
	Variance(s): Adjoining Property Owners N/A

Staff Recommendation			Staff Reviewer: LAREUSE
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION

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July 30, 2009

MEMORANDUM:

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Detailed Site Plan DSP-02023
Type II Tree Conservation Plan TCP II/58/02
Town Center at Camp Springs, Phase IA Lot 34

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

EVALUATION

The Detailed 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 and Section 27-548.
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 Planning Board adopt the following findings:

1. The subject property is located on the north side of Auth Way approximately 1,200 feet from its intersection with Britannia Way. This specific section of the Town Center at Camp Springs is proposed Lot 34, also known as part of Pod A as shown on the approved Conceptual Site Plan (CSP-01015). This Detailed Site Plan is for the purpose of reviewing plans to construct a four-story multifamily apartment

building for a total of 397 dwelling units. This Detailed Site Plan is being processed concurrently with the adjacent site, Detailed Site Plan DSP-02024 for a single-family attached and multifamily development.

2. The subject property was previously zoned I-1 and was known as Capital Gateway Office Park. The property had a Preliminary Plan approved in 1990, and subsequently the property was approved as final plats of subdivision. The property was rough graded and infrastructure was placed on the site including stormwater management the main loop road (Auth Way/Capital Gateway Drive) with street trees, and sidewalks. The Washington Metropolitan Area Transit Authority acquired a portion of the land for the terminus of the Green Line, which is the Branch Avenue Metro Station.

In October 2000, the District Council rezoned the property from I-1 and R-R Zones to the M-X-T Zone. The Conceptual Site Plan (CSP-01015) was reviewed and approved by the Planning Board on June 28, 2001. The Conceptual Site Plan indicates residential as the primary use of Pod A and also allows a small retail/office component. Two access points were approved on the Conceptual Site Plan. The Conceptual Site Plan was approved with senior housing as a probable use within Pod A; however, the Detailed Site Plan does not propose senior housing. A focal point was shown on the Conceptual Site Plan, which is proposed to be a central recreation area on the Detailed Site Plan.

3. The subject property consists of 12.12 acres of land, of which 0.08 acre is within the 100-year floodplain. The property is adjacent to the Henson Creek stream valley and all of the on-site tree preservation is proposed along the stream valley. A master plan trail is required and proposed along the western border of the site to connect the future trail within the Henson Creek stream valley to the Metro. An existing stormwater management pond will be retrofitted and improved.
4. The proposed site development data for the subject application is as follows:

**Detailed Site Plan DSP-02023
Town Center at Camp Springs, Phase IAD Lot 34**

Zone	M-X-T
Gross Tract Area	12.12 acres
Area Within 100-Year Floodplain	0.08 acres
Net Tract Area	
Area Within Nontidal Wetlands	

12.04 a
o acres

Proposed Use	Multifamily Dwellings
<u>Square Footage of Development</u>	
Multifamily	467,677 square feet
Community Building	8,113 square feet
<u>Floor Area Ratio (FAR)</u>	
Minimum FAR Required (per CSP-01015)	0.30 FAR
FAR Proposed	0.91 FAR
Required Parking (per Section 27-574)	607 spaces
Parking Proposed	318 surface spaces
	<u>340 structured spaces</u>
Total Parking Proposed	658 spaces
Required Loading (per Section 27-583)	
1 Loading Space Required for 100-300 DUs	1 spaces
Plus 1 space for each additional 200 DUs	<u>1 spaces</u>
Total Loading Required	2 spaces
Total Loading Proposed	2 spaces

5. Conformance with the Requirements of the Zoning Ordinance in the M-X-T Zone. The required findings 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 site is located within close proximity to the Branch Avenue Metro Station and the major vehicular interchange of I-95/495 and MD 5. The development of this property will promote the effective and optimum use of transit. The proposal will provide for an expanding source of employment and living opportunities for the citizens of the county because the development provides for high density in one of the three required uses in the M-X-T Zone, Residential. The proposed development has the potential to encourage a 24-hour environment with the inclusion of an office component and a community building. The visual character of different parts of the development will be related to one another through the consistent approach to the architectural design of the buildings and the high-quality materials.

- (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 : As discussed in the *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity* (2001), Suitland Parkway is recognized as a historic and scenic corridor. It is listed in the National Register of Historic Places for both its significance as a route of travel between federal installations, connecting Bolling Air Force Base and the District of Columbia to Andrews Air Force Base, and for its significance as one of the parkways that make up the network of entryways to the nation's capital. The preservation of the landscaped scenic corridor is important to the federal, regional and county governments. Parkways have been recognized in county plans, but there is a need to establish viewshed controls, as well as landscape buffers, to maintain the character of this major scenic asset.

The plan recommends that the viewshed of Suitland Parkway be maintained and protected. The applicant has submitted section drawings that indicate views are generally screened. A field visit indicates that there are limited views from the Suitland Parkway into the site during the summer months when the leaves are on the trees. The staff believes that the multifamily building roofline will be visible from the Suitland Parkway. The design of the roofline of the building is attractive and provides for visual interest by the incorporation of hip roofs and gables. The applicant has submitted a color board of the proposed materials, which indicates an asphalt shingle roof in a grey tone. The staff finds the roofing proposal acceptable. The rear elevation of the building, which is the facade closest to Suitland Parkway, should include exterior finish materials similar to the treatment of the facade facing Auth Way. The staff recommends that the rear facade of the building include some brick facade elements that run the entire height of the building, integrated with the proposed siding. Siding on the rear facade should limit the amount of white and maximize the natural clay color in order to reduce the reflective glare of the building as seen from the Suitland Parkway.

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

Comment : The subject site is bordered by National Park Service land that contains the Suitland Parkway, land owned by WMATA, and land that is the subject of the companion Detailed Site Plan (DSP-02024). The companion Detailed Site Plan is designed directly in association with the subject site, sharing a central recreational area. 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 of the apartment, the community buildings and recreational facilities will reflect a cohesive development 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 Detailed Site Plan indicates one phase for the development of the project.

- (6) **The pedestrian system is convenient and comprehensively designed to encourage pedestrian activity within the development;**

Comment: A pedestrian system near a Metro station becomes very important in promoting Metro ridership. It must be convenient and comprehensively designed to encourage pedestrian activity within the development to the Metro. Proposed pedestrian circulation will filter from the development to the loop road and connect to other future uses within the development or the Metro.

- (7) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

Comment : The Detailed Site Plan has addressed the need for a central gathering place on the site by including the community building and the associated recreational facilities. The placing of the building near the street edge and the attention to architectural details will provide the high-quality urban design that will make this area feel like a desirable place to live. The staff does believe that the buildings would benefit from additional brick on the facades of the structures. The staff recommends that the architectural elevations be revised to include a more consistent approach to the detailing of brick on the multifamily structure, not just the facade that faces Auth Way and the main entrance, as is proposed. Therefore, the staff proposes a condition that requires additional brick on each of the facades, including brick covering the entire first floor of the structure, and brick on the primary vertical elements of the building.

- (8) **On a Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant. (CB-1-1989; CB-26-1991)**

Comment: Fewer than six years have elapsed since the Conceptual Site Plan finding was made for adequacy of the road system for the site.

6. Section 27-274 (a)(6) of the Zoning Ordinance establishes the required Design Guidelines for site and streetscape amenities for Conceptual Site Plans and Detailed Site Plans. The proposed plan generally meets all of the Site Design Guidelines.
7. 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.

The applicant has submitted an application for Alternative Compliance AC-02019. The application is currently under review as of the writing of this staff report. The Alternative Compliance Committee reviewed the application and provided the following analysis and recommendation for the Planning Director's review:

■Alternative Compliance is requested for Section 4.7 of the *Landscape Manual*.

■BACKGROUND

■The subject property is located on the north side of Auth Way, approximately 1,200 feet from its intersection with Britannia Way. This specific section of the Town Center at Camp Springs is approximately 12 acres in size and is zoned M-X-T. The applicant is seeking approval of a Detailed Site Plan, DSP-02023, for the purpose of constructing a 397-unit, four-story, multifamily building and associated parking facilities. The property is adjacent to WMATA land (which is the terminus of the Green Line) and a proposed single-family attached (townhouse) development (DSP-02024). The land also has frontage on Suitland Parkway.

■REQUIRED: Bufferyard #1, Section 4.7, northwest property line, adjacent to the WMATA lands.

Length of bufferyard	630 feet
Landscaped yard	50 feet
Building setback	40 feet
Fence or wall	No
Existing Woodland	Yes (48%)
Plant materials (160 PUs/100 LF)	528 plant units

■PROVIDED:

Landscaped yard:	5 feet
Building setback:	160 feet
Plant materials:	472 plant units

■JUSTIFICATION OF RECOMMENDATION:

■Section 4.7, Buffering Incompatible Uses, requires a minimum 50-foot building setback and a 40-foot landscaped bufferyard when a multifamily development is located adjacent to rail lines above grade. At this location, the Metro line is elevated and meets grade before it crosses Auth Way.

■The landscape plan indicates that the majority of the proposed landscaping will be installed on WMATA property. The applicant is confident that approval from WMATA will be obtained; however, the Committee recommends a condition that the applicant obtain a 30-foot-wide easement in order to place plant materials on the adjacent property from WMATA prior to the approval of a grading permit. The easement should be located directly adjacent to the northwest property line, beginning at the Auth Road right-of-way and extend along the property line for approximately 330 linear feet. The Committee also recommends that the applicant provide 20 percent additional plant units above the requirements of the *Landscape Manual*. If the conditions above are incorporated into the approval of the plans, the Committee is of the opinion that the alternative will be equal to or better than what could be achieved under the strict requirements of the *Landscape Manual*.

■REQUIRED: Bufferyard #2, Section 4.7, north and east property lines, buffering multifamily to the adjacent proposed townhouse development.

Length of bufferyard	1,370 feet
Landscaped yard	10 feet
Building setback	20 feet
Fence or wall	No
Existing Woodland	Yes (11%)
Plant materials (40 PUs/100 LF)	488 plant units

PROVIDED:

Landscaped yard:	10 feet
Building setback:	55 feet
Plant materials:	524 plant units

■JUSTIFICATION OF RECOMMENDATION:

■Section 4.7, Buffering Incompatible Uses, requires a minimum 20-foot building setback and a 10-foot-wide landscaped bufferyard when a multifamily development is located adjacent to townhouses. This development has some unusual circumstances. The overall multifamily development includes a four-story building, associated parking facilities and a central recreation area consisting of a community building, swimming pool, tennis court and playground. The site has been designed comprehensively in that the central recreation area is located on an independent block, surrounded by streets on three sides. The adjacent townhouse development also fronts on the central recreation area. The relationship of the multifamily and the townhouses to the central recreation area is direct and is intended to create an integrated environment much like an urban streetscape. Based on this design approach, the applicant has included the street trees as plant units counting toward the requirements of the Section 4.7. The Committee is of the opinion that the alternative is equal to or better than what could be achieved under the strict requirements of the *Landscape Manual*.

■RECOMMENDATION:

■The Alternative Compliance Committee recommends approval of alternative compliance pursuant to Section 4.7 of the *Landscape Manual* subject to the following conditions:

1. Prior to the approval of a grading permit, the applicant shall obtain a 30-foot- wide planting easement from WMATA in order to place the plant material shown on the adjacent property. The easement shall be located directly adjacent to the northwest property line, beginning at the Auth Road right-of-way and extending along the property line for approximately 330 linear feet.
2. The number of plant units proposed along the northeast property line shall be increased by 20 percent, where woodland does not exist.●

Comment: The conditions above have been included in the recommendation section of this report.

8. The subject application was referred to the Environmental Planning Section, and in a memorandum (Ingrum to Lareuse) dated June 10, 2002, the following comments were provided:

■This memorandum supercedes the May 10, 2001, memorandum from this section. The Environmental Planning Section has reviewed the additional information provided for the above referenced Detailed Site Plan and Type II Tree Conservation Plan and is recommending disapproval of the Detailed Site Plan because a Stormwater Management Concept Plan has not been received. Revisions are also needed to the Tree Conservation Plan and are outlined in this memo.

■This site has been previously reviewed by the Environmental Planning Section as 4-89207, 4-90037, DSP-92012, DSP-91029 and CSP-01015. This site is subject to the previously approved Tree Conservation Plan, TCPI/7/90-01, and the development must be in conformance with this plan. It should be noted that the Type I Tree Conservation Plan was approved under the 1989 Woodland Conservation Ordinance which has different requirements than the current Woodland Conservation Ordinance. The current application is a Detailed Site Plan for a town center at Camp Springs consisting of residential uses. A Type II Tree Conservation Plan has been submitted with this Detailed Site Plan.

■This 12.12-acre site is located just south of Suitland Parkway at the Branch Avenue Metro. A review of the information available indicates that streams, wetlands, wetland buffers, 100-year floodplain, and 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. Suitland Parkway and the Branch Avenue Metro are considered significant noise generators that may create adverse noise impacts for the proposed use. Suitland Parkway is also a National Register Site for which viewsheds are an issue. 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. This site borders Henson Creek Stream Valley Park.

■The Stormwater Management Concept Approval Letter and plan submitted with this application are for the Conceptual Site Plan, not the Detailed Site Plan. A separate Stormwater Management Concept Approval is required for each lot, per the conditions of approval of the concept for the CSP. The current Detailed Site Plan cannot be recommended for approval without this information.

■*Required Information: An approved Stormwater Management Concept Approval Letter and Plan must be submitted.*

■This site is subject to the Woodland Conservation Ordinance because it is larger than 40,000 square feet and contains more than 10,000 square feet of woodland. A Tree Conservation Plan is required. TCPII/26/91 was originally approved for a 220-acre site that includes the current site area of 106 acres. TCPI/7/90-01 was approved in conjunction with CSP-01015. Individual TCPIIs are required to be submitted with each Detailed Site Plan.

■The original 220-acre site has undergone ownership changes which have resulted in required woodland mitigation from the building of the Metro Center. The original TCPI was approved under the 1989 Woodland Conservation Ordinance and as such is subject to different requirements than are currently in place. Because the TCP submitted is not a substantial revision to the originally approved TCPI it continues to be subject to the regulations from the 1989 Woodland Conservation Ordinance not the current ordinance.

■A copy of the TCPII cover sheet was submitted but does not indicate the boundaries of the TCPII submitted with this application. This information must be provided on the TCP II cover sheet to allow for better tracking of the TCPIIs as they are submitted. The actual TCPII for this Detailed Site Plan should include a heavier boundary line and labeling to differentiate between the two Detailed Site Plans and Tree Conservation Plans. Additionally, the TCPII must contain a table that lists the amount of clearing and preservation proposed on the TCPII and how this meets the requirements of the TCPI.

■In addition, development is proposed within the 100-year floodplain easement on lot 24. No indication has been made regarding the holder of the easement's concurrence with the proposed development within the easement. Evidence of this approval is needed. A 25-foot building setback is required from all 100-year floodplains for residential uses. The remaining area of floodplain must be shown as within an easement. No building setback has been shown on the TCPII or DSP.

■Required Information and Revisions:

- 1. Clarify the boundaries of the submitted TCPII on the TCPII cover sheet(1"=100)
- 2. Include a heavy boundary line and labeling of the boundary line on the TCPII sheets at 1"=30'.
- 3. Include a table on the TCPII that lists the amount of proposed clearing and preservation and how this TCPII meets a portion of the requirements of the TCPI.

- 4. Submit evidence of authorization for the development proposed within the floodplain easement.
- 5. Show the remaining floodplain as being within an easement on the final plat.
- 6. Show the 25-foot building set back from the 100-year floodplain on the TCPII and DSP.●

Comment: The Department of Environmental Resources (DER) is currently reviewing the Conceptual Stormwater Management application. In a conversation on June 18, 2002, with Rey DeGuzman, DER, staff learned that approval of the concept letter is imminent and will most likely occur prior to the Planning Board hearing, if the applicant works diligently toward that end. If the applicant does not obtain the approval, a request for a continuance of the hearing is expected.

9. Subdivision Section●The subject property is comprised of Lots 1, 2, and 3, which are the subject of record plat VJ 184 at 50; Lots 23 and 24, which are the subject of record plat VJ 160 at 58; and Lot 4, which is the subject of VJ 162 at 3, as well as including a portion of the right-of-way of Winchester Commercial Parkway. The site plan submitted indicates that Winchester Commercial Parkway is to be abandoned.

The proposed Detailed Site Plan presents a lotting pattern and road configuration substantially different from the approved preliminary and record plats. The applicant is proposing to adjust the common lot lines between existing Lots 1-4, Lots 23, 24 and Outlot A, as well as using the area of existing right-of-way for Winchester Commercial Parkway to accommodate this development. Proposed Lots 34-39 will be created having frontage on a public street. Section 24-108(a) of the Subdivision Regulations provides for the adjustment of common boundary lines for lots which are the subject of a record plat in certain circumstances. Applicable to the subject property specifically, this Section allows for the incorporation of an outlot on a record plat into an adjoining lot and to consolidate lots as long as no additional lots are created. A final plat of subdivision must be filed in accordance with this Section in order to develop this property as proposed on the plans. Section 24-112 of the Subdivision Regulations provides for the vacation of roads having previously been dedicated to public use. The applicant must file a vacation petition with the Development Review Division in order to use the right-of-way of Winchester Commercial Parkway to support the proposed development.

The following are plat notes relating to the review of the subject Detailed Site Plan on the existing record plats:

VJ 184 at 50, Plat Note 4, requires that all commercial structures be fully sprinklered. The site plan should provide a note to this effect and a condition has been included in the recommendation section of this report.

VJ 184 at 50, Plat Note 5, establishes that building permits and square footage of development is subject to transportation conditions of PGCPB Resolution 90-253.

Conformance to this condition is discussed in the Transportation Planning Section evaluation.

VJ 184 at 50, Plat Note 6, establishes that the site is subject to the Tree Conservation and Preservation Manual. Conformance to this condition is discussed in the Environmental Planning Section evaluation.

Each sheet of the site plan should be revised to provide bearings and distances in accordance with the appropriate record plat of subdivision. The site plan should be revised to correctly label the 25-foot stormwater management pond access easement as such, which crosses Lot 2. The plan identifies generally as an access easement.

10. The Community Planning Division provided the following information in its referral from Paul Fields and Dineene O'Connor to Susan Lareuse, dated May 8, 2002:

■ The master plan's land use and urban design recommendations that apply to the subject property were addressed in the Community Planning Division referral (dated May 8, 2001) for the conceptual site plan. (See attached memorandum.) The general recommendations were preliminarily addressed in the Planning Board Resolution for CSP-01015. The urban design recommendations that pertain strictly to residential development were identified for future review. The Planning Board Resolution contains a number of conditions based on these recommendations.

■ A couple of the master plan recommendations should be emphasized:

■ 1) The pedestrian movement from the proposed development area to the Metro station is important to the design of the Town Center proposal. It should provide for efficient routes that are attractive, well lit and safe in order to maximize use of the Metro station. The trail connection to Henson Creek should also be an important element as it will provide for a recreational use for the residents of Town Center and it will provide access to the Metro Station for Henson Creek trail users.●

Comment: The proposal for the development of an improved pedestrian system as shown on the plans is subject to the review and approval of the Department of Public Works.

■ 2) The building materials, architecture, and height of structures shall be of high quality and compatible with each other. The Town Center proposal will be the first significant development at the Branch Avenue Metro Station. Even though its density and intensity is not taking maximum advantage of its transit-oriented location, the quality of the development should set the tone for future development.●

Comment: The architectural design of the buildings could be improved with a substantial amount of brick on the facades. If this is done, the buildings will appear to be high quality and compatible with each other.

11. Transportation: The subject application was referred to the Transportation Planning Section and in a memorandum (Masog to Lareuse) dated June 16, 2002, the following comments were provided:

■The Transportation Planning Section has reviewed the site plan application referenced above. The application involves a detailed site plan for a residential development. The subject property consists of approximately 12.12 acres of land in the M-X-T Zone. The property is part of a larger development which was reviewed as a conceptual site plan (SP-01015), which is located in an area generally bounded by the Metrorail Green Line tracks, the Branch Avenue Metrorail Station, the Metrorail service yard, and Henson Creek. The applicant proposes to develop the property under the M-X-T zoning with a four-story, multifamily residential building with 397 units.

■The most recently submitted site plan is acceptable from the standpoint of on-site circulation, both vehicular and pedestrian. During review, the plan has been modified slightly to improve circulation within the site and to modify the widths and cross-sections of roadways serving the site. Staff is satisfied that the current plan will effectively serve the planned use. Furthermore, by placement of the highest density housing nearest the Metrorail station (a concurrent site plan to the north and east of the subject plan proposes conventional and *stacked* townhouses), staff believes that required considerations for the siting of development in relation to transit have been met.

■Uses within a property in the M-X-T Zone are permitted to share parking in accordance with Section 27-574. The plan, if it is in strict compliance with the requirements for each use, would be required to show 653 parking spaces. The applicant has provided an analysis of parking for the site which indicates that, due to time-of-day fluctuations in parking demand by the uses, that the site can be served by 607 parking spaces. The most current plan shows 658 parking spaces, so the number of spaces shown on the plan is not really at issue. However, the parking analysis, by showing greatly reduced demand at midday, does not represent a weekend situation at all. It is strictly a weekday analysis. Demand during the weekends will be much greater during the midday. Still, the midday residential demand would never exceed the late-night demand. A percentage of residents will be running errands or otherwise tending to personal business. As a result, transportation staff does not believe that the weekday base of 607 parking spaces will be exceeded on weekends, and does determine that the parking requirements for the site are met by the plan. Nonetheless, studies of parking requirements for uses in the M-X-T Zone should examine weekend use patterns as well as weekday patterns.

■The conceptual site plan includes three transportation-related conditions:

■Condition 1: This condition limits the development available under Phase I to 1,700 residences (of which no fewer shall be senior housing residences) and other commercial uses. This site plan proposes 397 conventional multifamily units. Using information provided in the analyses done for the conceptual site plan, staff believes that approximately 41 percent of the residents of the proposed development will use transit. The base trip generation for the proposed development is 207 AM and 238 PM peak-hour vehicle trips. With a transit trip reduction, the site would generate 123 AM and 140 PM peak-hour vehicle trips. As no commercial/employment uses are yet proposed, there is no internal trip satisfaction. The trip quantity is well within the established trip cap. The adjacent site plan under review would

generate 214 AM and 246 PM trips, and so the two site plans together remain well under the trip cap.

■Condition 2: This condition sets requirements for Phase II as identified within the conceptual plan. Phase II development is not proposed by this plan.

■Condition 3: This condition identifies considerations to be incorporated into future detailed site plans to ensure that the final development is transit-friendly. Pedestrian connections, building entrances, and the siting of the building all conform to this condition.

■Development of the subject property is subject to several transportation-related conditions of Preliminary Plan of Subdivision 4-90037. (PGCPB Res. 90-253 is attached.) These conditions, and their status for the subject plan, include:

■Condition 7: This condition identifies several transportation improvements which are needed for the development of the property. None of these conditions is enforceable at the time of detailed site plan; they are all enforceable prior to building permit. Staff has not checked these conditions in detail, but it appears that most if not all of the required improvements are in place.

■Condition 8: This condition sets a trip cap for the subject property, and the plan conforms to the cap.

■Condition 9: This condition requires that certain portions of the property be placed in reservation for the Branch Avenue Metrorail Station. The needed properties were placed in reservation or otherwise acquired, and the station and its facilities are constructed and operational.

■Condition 10: This condition allows the trip cap established by Condition 8 to be exceeded by establishment of a transportation demand management program. The subject plan conforms to Condition 8, and so this condition is not applicable at this time.

■Condition 11: This condition concerns a conveyance along Old Soper Road. The area of the conveyance is now owned by the Washington Metropolitan Area Transit Authority, and so the condition is no longer applicable.

■Condition 12: This condition concerns denial of access between the subject property and a number of local streets in the area. The final plats reflect this condition, and the site plan shows no access to any of these streets.

■In accordance with the above findings, the transportation planning staff has determined that the submitted site plan is consistent with the preliminary plan and the conceptual site plan. From the standpoint of transportation, this plan presents an acceptable plan for developing the subject site. Staff has no conditions to recommend at this time.●

12. The subject plan was referred to the Transportation Planning Section for review and in a memorandum (Shaffer to Lareuse) dated May 9, 2002, it was found that a trail for the subject property is required by the SMA. The following conditions are recommended:
- 1. Construct the eight-foot-wide, asphalt, master plan trail as shown on the site plan. The trail (as shown on the site plan) meets the intent of the master plan and will provide recreational opportunities, pedestrian and bicycle access to Metro, as well as access to nearby planned future trails.
 - 2. All feeder trails shall be a minimum of six feet wide and asphalt.
 - 3. All trails shall be assured dry passage. If wet areas must be traversed, suitable structures should be provided.
 - 4. Standard sidewalks shall be constructed along both sides of all internal roads.
 - 5. All trails and sidewalks shall be free of street trees and above ground utilities.
 - 6. All trails and sidewalks should be ramped at street crossings and ADA compatible, where feasible and practical.●
13. The subject application was referred to the National Park Service. Numerous meetings have occurred in the field with the National Park Service while investigating impacts of the development to the viewshed from Suitland Parkway. The National Park Service has expressed concerns relating to the possibility of views of the upper portion of the building. Hence the staff's recommendation for improved architectural treatment for the facade, including material changes (inclusion of brick) and reduction of white siding, due to glare and high reflective qualities.
14. The Detailed Site Plan is in conformance with the Conceptual Site Plan and its conditions. The following conditions warrant discussion:
- 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.**

Comment: The trail is proposed as an eight-foot-wide asphalt trail. The trail is acceptable as proposed in layout and location

- 10. **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**

coordinated stormwater management facility to serve all of the proposed development that is part of the Conceptual Site Plan.

- 11. 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.**

Comment: The two conditions above are the basis of the staff concerns regarding stormwater management and the reason for the recommendation of disapproval on this case. The applicant is currently working on obtaining approval of a stormwater management plan from the Department of Environmental Resources (DER). The National Park Service has continuously expressed concerns about the impact of stormwater on the Henson Creek. As of the writing of this report, the applicant is working with the Park Service and DER to provide the best management design for the stormwater.

- 12. Prior to acceptance of a Detailed Site Plan, a Phase I Noise and Vibration Study shall be submitted to the Environmental Planning Section.**
- 13. 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.**

Comment: The applicant has fulfilled the two conditions above and has provided the noise study for review. In addition, the applicant is proposing a sound barrier wall where needed to mitigate the noise produced by the Metro.

- 14. 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. 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.**

Comment: Conditions 14 and 15 above have been met through the proposal for a central recreational area on the subject application. The central recreational area is located across the main entrance road and consists of a community building, pool, tennis court and tot-lot. In addition, facilities within the community building include an exercise room, basketball court, media and conference room, and a community room. The applicant has agreed to place an easement over the tot-lot for perpetual use by the resident of the adjacent townhouse development. This shared arrangement will benefit both developments and contribute to the sense of place.

- 16. 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 Georges County, Upper Marlboro, Maryland.

17. 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.

Comment: The two conditions above should also be conditions of the Detailed Site Plan.

19. 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.**
- 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.**

Comment: All of the conditions above should be conditions of this Detailed Site Plan.

20. 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.**

Comment: Based on the limited amount of space in the right-of-way of Auth Way, the applicant is proposing a seven-foot-wide sidewalk and a five-foot-wide planting area for street trees. The staff finds this proposal acceptable subject to DPW&T.

- c. The building materials, architecture and height of structures shall be high quality and compatible to each other. 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.**

Comment: Again, as stated earlier in this report, the exterior finish material of the building should include more brick on all sides of the building.

- f. The outdoor public space/green area shown as 60,000 square feet in Pod A and 60,000 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.**

Comment: The central recreational area has fulfilled the requirements of this condition.

- h. The need for a bus stop shall be determined and designed if found to be needed.**

Comment: It was determined that any bus service to this area services the Metro station and all of the units are within walking distance of the Metro.

- i. **Surface parking shall not be located along the street edge of Auth Way/Capital Gateway Drive. Surface parking shall 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.**

Comment: Only a small portion of the parking area is shown to front on Auth Way. The applicant is proposing a carport structure over four of the five parking spaces that front on Auth Way. The plans should be revised to include the details and specification of the parking carport which is proposed along the frontage for a screen, to be reviewed and approved prior to signature approval.

22. **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.**

Comment: This condition has been met. The applicant's approach to the design of the roof structure will provide a visually interesting structure and the redesign of the facade materials by incorporating more brick and natural-colored siding will improve the appearance of the building from Suitland Parkway.

26. **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.**

Comment: This condition has been fulfilled and the information reviewed has been found to be in conformance with each of the sections of the ordinance above.

15. The Detailed Site Plan represents a reasonable alternative for satisfying the Site Design Guidelines of Subtitle 27, Part 3, Division 9 of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

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 DSP-02023, TCP II/58/02 and AC-01019 subject to the following conditions:

1. Prior to the issuance of any permits, a final plat of subdivision shall be approved in accordance with Section 24-108(a) of the Subdivision Regulations for the adjustment of common boundary lines.

2. Prior to the issuance of any permits, a vacation petition in accordance with Section 24-112 of the Subdivision Regulations shall be approved in order to use the right-of-way of Winchester Commercial Parkway to support the development.
3. Prior to the approval of the final plat of subdivision, the applicant shall:
 - a. Submit evidence of authorization from the Department of Environmental Resources for the development proposed within the floodplain easement.
 - b. Show the remaining floodplain as being within an easement on the final plat.
4. Prior to the approval of a grading permit, the applicant shall obtain a 30-foot-wide planting easement from WMATA in order to place the plant material shown on the adjacent property. The easement shall be located directly adjacent to the northwest property line, beginning at the Auth Road right-of-way and extending along the property line for approximately 330 linear feet.
5. Three original, executed Recreational Facilities Agreements (RFA) or similar alternative shall be submitted to the Development Review Division (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. The RFA shall provide for the completion of all recreational facilities including the community building prior to the issuance of a use and occupancy permit for the main apartment building..
6. 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.
7. The applicant, his successors, and/or assigns shall provide private recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines. The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for property siting, prior to signature approval of the Detailed Site Plan, DSP-02023.
8. Prior to the issuance of the building permit for the main building, adequate provision by easement or other appropriate legal instrument shall be made to assure the perpetual use of the tot-lot by the adjacent town house and multifamily homeowners included in DSP-02024.
9. Prior to the issuance of the use and occupancy for the main building, the applicant shall construct the eight-foot-wide, asphalt, master plan trail as shown on the site plan.
10. All feeder trails shall be a minimum of six feet wide and asphalt.
11. All trails shall be assured dry passage. If wet areas must be traversed, suitable structures should be provided.

12. Six-foot-wide sidewalks shall be constructed along both sides of the main entrance street, Telfair Boulevard, from Auth Way to Habersham Avenue, in the same design as the sidewalk along Auth Way.
13. All trails and sidewalks shall be free of street trees and above-ground utilities.
14. All trails and sidewalks should be ramped at street crossings and ADA compatible, where feasible and practical.
15. The plans shall be revised prior to signature approval to include the following:
 - a. The sidewalk within Auth Way shall be seven feet wide, with brick pavers subject to the review and approval by the Department of Public Works and Transportation.
 - b. The site plan shall provide a note that the multifamily and the community buildings be fully sprinklered.
 - c. Each sheet of the site plan shall be revised to provide bearings and distances.
 - d. The numbers of plant units proposed along the northeast property line shall be increased to be 20 percent above the requirements of the *Landscape Manual* where woodland does not exist.
 - e. Prior to signature approved, the architectural elevations shall be revised to include additional brick elements in accordance with exhibit ■A. • Siding on the rear of the facade shall limit the amount of white and maximize the natural clay color.
16. The TCP shall be revised prior to signature approval to include the following:
 - a. Clarify the boundaries of the submitted TCPII on the TCPII cover sheet (1"=100').
 - b. Include a heavy boundary line and labeling of the boundary line on the TCPII sheets at 1"=30'.
 - c. Include a table on the TCPII that lists the amount of proposed clearing and preservation and how this TCPII meets a portion of the requirements of the TCPI.
 - d. Show the 25-foot building setback from the 100-year flood plain on the TCPII.
17. All schedules demonstrating conformance to the *Landscape Manual* shall be added to the plans.
18. Prior to signature approval, the details and specification for the following items shall be reviewed and approved by the Planning Board's designee:
 - a. The swimming pool and the surrounding concrete deck, including associated features such as the trellises, fencing, etc.

- b. All fencing proposed on the site plan.
- c. Entrance features, including the scale, materials compatible with the main building, lighting and associated landscaping.
- d. All trails proposed on the plan.
- e. All play equipment shown on the plans, including, resilient surfacing, fall zones, etc.
- f. All proposed lighting fixtures, including special lighting along Auth Way and the main entrance drive.
- g. All retaining walls shown on the plans.
- h. The wind screen shown in conjunction with the tennis court.
- i. The gate and associated facilities located on the main entrance drive.