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DETAILED SITE PLAN

DSP-02024

Application	General Data
Project Name Town Center at Camp Springs, Phase IB, Lots 35-41 Townhouses and Multifamily Location 1,500 feet east of 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 acres
	Zone M-X-T
	Dwelling Units 415 UNITS
	Square Footage NA
	Planning Area 76A
	Council District 9
	Municipality NA
	200-Scale Base Map 206NE5

Purpose of Application	Notice Dates
APPLICANT REQUESTS APPROVAL OF A DETAILED SITE PLAN FOR A RESIDENTIAL DEVELOPMENT CONSISTING OF 329 SINGLE-FAMILY ATTACHED (TOWNHOUSE) UNITS AND 86 MULTIFAMILY (STACKED TOWNHOUSE) UNITS.	Adjoining Property Owners 4/15/02 (CB-15-1998)
	Previous Parties of Record 5/08/02 (CB-13-1997)
	Sign(s) Posted on Site 6/12/02
	Variance(s): Adjoining NA Property Owners

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

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-02024
Type II Tree Conservation Plan TCP II/59/02
Town Center at Camp Springs, Phase IB Lot 35-39

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 1,500 feet from its intersection with Britannia Way. This specific section of the Town Center at Camp Springs is proposed Lots 35-39, 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 329 townhouses and 86 multifamily units for a total of 415 dwelling units. This Detailed Site Plan is being processed concurrently with the adjacent site, Detailed Site Plan DSP-02023 for a 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 received approval for 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), 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 the I-1 and R-R Zones to the M-X-T Zone by Sectional Map Amendment. 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.

3. The subject property consists of 47.25 acres of land adjacent to the Henson Creek stream valley. 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 to serve the development.
4. The proposed site development data for the subject application is as follows:

**Detailed Site Plan DSP-02024
Town Center at Camp Springs, Phase IB Lots 35-39**

Zone	M-X-T
Gross Tract Area	47.25 acres
Area Within 100-Year Floodplain	6.05 acres
Net Tract Area	
Area Within Nontidal Wetlands	
Proposed Use	Single-Family Attached and Multifamily Dwellings

41.20 ac
5.27 ac

Number of Units

Multifamily	86 units
Single-Family Attached (Townhouses)	329 units

Floor Area Ratio (FAR)

Minimum FAR Required (per CSP-01015)	0.30 FAR
FAR Proposed	0.57 FAR

Required Parking (per Section 27-574)	828 spaces
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Parking Proposed	576 garage spaces
	254 tandem spaces
	12 handicap spaces
	6 standard spaces
	125 compact spaces

Total Parking Proposed	973 spaces
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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
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Total Loading Proposed	2 spaces
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The chart above indicates that the parking required is 828 spaces and the provided parking is 973 spaces. The number of handicap spaces provided (12 spaces) is less than the minimum requirements of the Zoning Ordinance (20 spaces). A condition has been included in the recommendation section of this report requiring compliance prior to signature approval. The chart above also indicates that the number of compact spaces far exceeds the number of standard-size spaces. Based on the popularity of SUVs and other large vehicles, it is unreasonable to expect that guest parking and vehicles of the residents will be comfortably accommodated with compact parking spaces. Further, the applicant has proposed space sizes that are substandard to the requirements of the Zoning Ordinance. In order to reduce the sizes of the parking spaces, the applicant must file a Departure from Design Standards. Since this has not been filed, the staff recommends that the spaces conform to the requirements of Part 11 of the Zoning Ordinance. The applicant should substitute standard-size spaces for the compact spaces for not less than 50 percent of the additional spaces.

Staff would generally recommend in most suburban subdivisions that additional parking facilities for overflow vehicles be provided. This includes guest vehicles and vehicles that the owners could theoretically park in their single-car garages were those garages not so often used for storage. Staff has frequently requested that extra parking be provided at a rate of 0.5 spaces per unit. This figure generally equates to one additional space per two units. However, because this property is within one-half mile of the Metro, staff is not recommending more parking spaces than the amount shown on the plans, which is approximately 0.33 spaces per unit above the Zoning Ordinance requirements.

The applicant should consider incorporating a restriction contained within the Condominium Association documents that prevents future residents from converting garage space into living space.

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 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 if the conditions of approval are adopted as stated in the recommendation section of this report.

(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. However, 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 building rooflines will be visible from the Suitland Parkway. The design of the rooflines of the townhouses should provide for visual interest by the incorporation of hip roofs, dormers 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 proposed color acceptable but recommends a condition requiring a greater variety in the rear rooflines of the townhouses backing up to Suitland Parkway. The staff recommends that the rear facades of the buildings include brick elements that run the entire height of the building, such as chimneys. Siding on the rear facades should limit the amount of white and maximize the

natural colors 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-02023). 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 does not indicate phasing for the development of the project. Generally, when phasing residential development, recreational facilities are considered. In this case, only a trail system is proposed as recreational facilities and the trail is best provided for after construction of the units. However, a central recreation area is proposed as part of the adjacent multifamily development.

- (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 need for a central gathering place on the site has been met by including the community building and the associated recreational facilities on the adjacent plan of

development (DSP-02023). This Detailed Site Plan reinforces the central gathering place by fronting the townhouses on the surrounding streets and creating an urban streetscape as found in the city.

- (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-02020. 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 1,500 feet from its intersection with Britannia Way. This specific section of the Town Center at Camp Springs is approximately 47 acres in size and is zoned M-X-T. The applicant is seeking approval of a Detailed Site Plan (DSP-02024) for the construction of 329 single-family attached units (townhouses) and 86 multifamily units (stacked townhouses). The property is surrounded on two sides by the Washington Metropolitan Area Transit Authority (WMATA) land (which is the terminus of the Green Line) and a proposed multifamily development (DSP-02023). The land also has frontage on Suitland Parkway.

■**REQUIRED:** Bufferyard #1, Section 4.7, northeast property line, adjacent to the WMATA maintenance and operations yards.

Length of bufferyard	1100 feet
Landscaped yard	50 feet
Building setback	40 feet
Fence or wall	Yes
Existing Woodland	Yes (40%)
Plant materials (160 PUs/100 LF)	536 plant units

■PROVIDED:

Landscaped yard:	20 feet
Building setback:	20 feet
Plant materials:	595 plant units

■JUSTIFICATION OF RECOMMENDATION:

■Section 4.7, Buffering Incompatible Uses, requires a minimum 50-foot building setback and a 40-foot-wide landscaped bufferyard when a single-family attached development is located adjacent to a train station terminal. At this location, the WMATA is currently constructing a building to be used for train repair. In addition, a parking facility and the rails where the trains will be stored are in the same location.

■The applicant proposes landscaping entirely within the subject property and a fence along the property line. The Committee recommends that the plan be modified in a number of ways. Townhouse Building 1 (this project is proposed as a condominium regime so there are no fee simple lots being proposed) fronts on Auth Way and is located 20 feet from the property line. Eliminating this unit is appropriate because the improvements, shown on an exhibit of the proposed development of the adjacent WMATA property, indicate that the entrance into the storage and repair area of the train terminal is located approximately 30 feet from the shared property line. Elimination of Townhouse Building 1 still leaves Townhouse Building 2 within 35 feet of the property line. In order to justify reducing the setback from 50 to 35 feet for Townhouse Building 2, the staff recommends the incorporation of a six-foot-high fence with brick piers. The fence should be board-on-board with five brick piers located approximately 32 feet on-center for the first 160 linear feet of the property line. At that point the property line turns in a northly direction and the remaining portion of the fence can be without piers, if the applicant is able to obtain a 20-foot wide planting easement from WMATA, in order to place evergreen material on the outside of the fence. The applicant is confident that approval from WMATA will be obtained. The applicant should obtain the easement from WMATA prior to the approval of a grading permit.

■Proposed Townhouse Building 96 is approximately 30 feet from the WMATA property line and the Committee recommends this building be eliminated also. This building is adjacent to the proposed service road and Operations/Maintenance building on the WMATA property. Townhouse Building 97 will be approximately 48 feet from the property line.

■In addition, the Committee recommends that the numbers of plant materials along northeast property line be increased by 10 percent, where woodland does not exist. If the conditions

above are incorporated into the approval of the plans, 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*.

■**REQUIRED:** Bufferyard #2, Section 4.7, north and west property lines, interior to the project, buffering multifamily to the adjacent townhouse development.

Length of bufferyard	750 feet
Landscaped yard	10 feet
Building setback	20 feet
Fence or wall	No
Existing Woodland	No
Plant materials (40 PUs/100 LF)	300 plant units

■**PROVIDED:**

Landscaped yard:	15 feet
Building setback:	15 feet
Plant materials:	330 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. In this case, the multifamily development consists of a product called a stacked townhouse. The units are proposed to be located on their own parcel, have frontage on one of the main entrances to the site and line one of the primary streets within the development. The site has been design comprehensively into blocks of residential units surrounded by streets. The adjacent townhouse development also fronts on the same streets. The relationship of the two uses is direct and is intended to create an integrated environment much like an urban city 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. Townhouse Building 1 and Townhouse Building 96 shall be deleted.
- 2. A six-foot-high board-on-board fence with brick piers shall be located along the first 160 linear feet of the northeast property line, beginning at the Auth Road right-of-way line. The brick piers should be approximately 32 feet on-center, for a total

of five. A six-foot-high board-on-board fence without piers shall be located on the property line for the remaining 510 linear feet.

- 3. The numbers of plant units proposed along the northeast property line shall be increase by 10 percent, where woodland does not exist.
- 4. Prior to the approval of a grading permit, the applicant shall obtain a 20-foot wide planting easement from WMATA in order to place the evergreen material shown on the plan on the outside of the fence. The easement shall be located directly adjacent to the northeast property line, begin at the Auth Road right-of-way and extend along the property line for approximately 670 linear feet.

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 8, 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 and Type II Tree Conservation Plan because a Stormwater Management Concept Plan has not been received and because impacts are shown on the TCPII to stream buffers for which variations have not been obtained. In addition, the proper sheets for the TCPII showing the area covered by this DSP have not been submitted

■Background

■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. 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 and commercial uses.

■Site Description

■This 59.3 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. The Branch Avenue Metro is considered a significant noise generator 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 and is located in the Henson Creek watershed in the Potomac River basin. No scenic and historic roads are impacted by this proposal. The site is located in the developed tier according to the adopted Biennial Growth Policy Plan.

■Environmental Review

■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 concept approval is a submission requirement for Detailed Site Plans and separate stormwater management concept approval is required for each lot, per the conditions of approval of the concept for the Conceptual Site Plan. The current Detailed Site Plan cannot be recommended for approval without this information.

■*Required Information: An approved Stormwater Management Concept Approval Letter must be submitted. For this project the concept plan approved by the Department of Environmental Resources should also be submitted to insure conformance with the Detailed Site Plan.*

■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 59.3 acres. TCPI/7/90-01 was approved in conjunction with CSP-01015. Individual TCPIIs are required to be submitted with each Detailed Site Plan. It should be noted that the original TCPI was approved under the 1989 Woodland Conservation Ordinance and as such is subject to different requirements than are currently in place and that the TCPII submitted proposes substantial revisions to the approved TCPI.

■The submitted plan, TCPII/59/02, contains four sheets: a cover sheet showing the entire property at a scale of 1" = 100' and three additional sheets at a scale of 1" = 30' that do not cover the area of the submitted DSP. As such it is not possible for staff to review the TCPII because the sheets at 1" = 100' do not show the proposed buildings and grading, which are required to be shown in the TCPII at the same scale as the DSP (1" = 30'). In addition, the cover sheet of the TCPII submitted with this DSP does not delineate the boundaries of the area to be part of the subject TCPII.

■During the review of the TCPI and the current TCPII, the comment has been made multiple times that the existing stream must be shown on the TCPs. At this time the existing stream still has not been shown and an evaluation of the proper location of the stream buffer cannot be made. If the buffer is shown correctly on the plan there are two areas of impacts shown as proposed, with no approved variation requests from the Planning Board.

■TCPII/59/02 needs significant revisions before a final review and recommendation can be made.

■*Required Revisions:*

- a. *Revise the cover sheet of the TCPII to clearly demark the boundaries of TCPII/59/02.*
- b. *Include in the TCPII the proper sheets at a scale of 1" = 30' for the area of the subject DSP.*
- c. *Revise the DSP and the TCPII to show the location of the existing stream and revise the location of the 50-foot stream buffers as necessary.*
- d. *Eliminate all impacts to the stream buffers or obtain approved variations from the Planning Board through the preliminary plan process.*
- e. *Provide a table on the TCPII that states the requirements for the entire site and how this TCPII proposes to meet the appropriate portion of the TCPI requirements.*

■The DSP proposes significant changes to the existing grades in order to construct homes along the southern, western, and northern portions of the subject property. The grading as proposed will result in large areas of denuded steep slopes remaining. These areas are particularly difficult to maintain in grass and should be reforested with large caliper trees to ensure long-term stability and reduce the overall maintenance costs for future homeowners.

■The Phase I and II noise studies submitted with this application indicate that the noise impact on some of the proposed units on Lot 23 may be as high as 67 dBA Ldn due to Metrorail noise. While the Phase II noise study recommends construction materials on the buildings to reduce noise levels to below 65 dBA Ldn, it does not provide recommendations for mitigating noise levels in outdoor activity areas because it erroneously states that there are no outdoor activity areas. Discussions with the noise consultant revealed that he was not informed that these units will be designed and used like townhouses. He agreed that his noise study should reflect that the outdoor activity areas shown on the plan should receive noise attenuation.

■To reduce noise levels below 65 dBA in outdoor activity areas a solid wood fence with no gaps or openings should be placed in areas where noise exceeds 65 dBA. This fence must be shown on the Detailed Site Plan and should be located around the rear yards of the individual units shown within the 65 dBA Ldn contour. A note must also be added to the Detailed Site Plan indicating the type of fence that will be used for noise attenuation.

■The DSP shows an existing 100-year floodplain easement. The applicant has stated that this easement either has been or will be changed. The proper location of the easement must be shown on the DSP and a 25-foot building setback added.

■The soils found to occur according to the Prince George's County Soil Survey are predominantly gravel pit or disturbed soils.

■*Comment: Because the exact nature of the soils is not known DER may require a soils study prior to issuance of building permits.*•

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 35-39 will be created having frontage on a public street. Section 24-128 of the Subdivision regulations states the following:

(b)(9) Where direct vehicular access to an individual lot fronting on a public street should be denied due to a potentially hazardous or dangerous traffic situation, a private easement may be approved in accordance with the driveway standards in Part 11 of Subtitle 27, in order to provide vehicular access, when deemed appropriate by the Planning Board.

According to the Subdivision Section and the Transportation Planning Section, the proposed lot layout is such that the criteria above has been met. Each of the lots have frontage on a public street. Four of the five lots should have access denied because of a potentially hazardous traffic situation. Access should be denied to Suitland Parkway because it is a federally monitored highway with limited access. Further, access to Auth Way is limited by the Department of Public Works and Transportation. Based on their memorandum dated June 3, 2002, Hijazi to Hirsch, the number of median breaks within Auth Way is limited and access will be limited due to its function as a modified collector street. Therefore, the staff recommends that the Planning Board find the proposal for the access easements appropriate to serve the single family attached units and the multifamily units proposed on Lots 35 through 39.

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 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'Conner 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 within the right-of-way of Auth Road, 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 and at the base of the units. 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 17, 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 No. 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 Sectional Map Amendment. 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. The following excerpt from a letter dated June 7, 2002, from James Rosenstock, National Capital Parks, East, to Susan Lareuse states the following:

■It is clear that some portions of the proposed construction will be visible from the Suitland Parkway, especially in the late fall and winter when leaves are off the trees. The following should be done to maintain visibility. . . .

- 1. At the bottom of lots 1 and 3 (nearest Parkway property) the homes should be built into the slope (walk-out basement design) in order to reduce roofline height. Landscaping with substantial shade trees should be provided between the home sites and the park land to break up the buildings▲mass. Careful choice of building materials, colors, roofline treatments, etc. should help to break up the visibility of the buildings as well.
- 2. The 3.2 acre clearing on lot 23 is particularly problematic. These trees are critical to screening the development from the Parkway, due to the open nature of the adjoining swampy park land. Also, this wooded area provides critical stream buffer for an unnamed tributary of Henson Creek that crosses under Auth Place nearby. Because of the critical environmental and visual buffer provided by these woods, the 3.2 acres of clearing should be significantly reduced on this lot.
- 3. Careful design of buildings backing up to park land cannot be overemphasized. Often, the back sides of town houses are not aesthetically pleasing at all. Buildings adjoining park land should ▲put their best foot forward▲with a design compatible with the natural lands it borders.

■ thank you for the opportunity to review the proposed plans in the field this afternoon. I do not believe the problems we discussed regarding this project are insurmountable; indeed, some minor modifications and careful follow-up design and landscaping should adequately address the park's viewshed concerns.●

Comment: The staff recommends improvement to the architectural elevations for the rear townhouse facades, including material changes (inclusion of brick), modification to rear rooflines to include reverse gables, dormers, or hip roofs and natural-colored siding to reduce 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, location and width.

- 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 conceptual stormwater management plan from the Department of Environmental Resources (DER). The National Park Service has continually expressed concerns about the impact of stormwater on 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 a condition recommended on the adjacent DSP-02023 to place an easement over the tot-lot for perpetual use by the residents of the subject property. This shared arrangement will benefit both developments and contribute to the sense of community by providing a location for interaction between the residents of the adjacent multifamily and townhouse developments.

- 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 George's 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.

- 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 approval. Within the development, the entrance drives are the primary streets, which should continue the seven-foot-wide sidewalk, six-foot-wide sidewalks should be provided along the secondary streets, and four-foot-wide sidewalks should be provided along tertiary streets.

- 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: 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. In an attempt to create a harmonious architectural theme throughout the entire Pod A which is comprised of this Detailed Site Plan and Detailed Site Plan DSP-02023, conditions relating to using brick as an exterior finish material are proposed by staff. The staff recommends that the architectural elevations be revised to include a consistent approach to the detailing of brick on the multifamily and townhouses, including the facades that face Auth Way and the entrance drives. Therefore, the staff proposes conditions that require brick to cover the entire first floor of some structures, on all front facades facing primary or secondary streets and on the primary vertical elements of units not facing a primary or secondary street.

- 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 shown on the companion case DSP-02023 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.

- 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: The staff recommends conditions relating to the roof design in order to provide a visually interesting structure and the incorporation of brick and natural-colored siding on the rear facade to improve the appearance of the buildings from the 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-02024, TCP II/59/02 and AC-01020 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 a grading permit, the applicant shall obtain a 20-foot-wide planting easement from the Washington Metropolitan Area Transit Authority (WMATA) in order to place the evergreen material shown on the plan on the outside of the fence. The easement shall be located directly adjacent to the northeast property line, beginning at the Auth Road right-of-way and extending along the property line for approximately 670 linear feet.
4. 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 the trail prior to the 300th building permit.

5. 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.
6. The applicant, her heirs and/or assigns, shall construct the eight-foot-wide, asphalt trail as shown on the site plan prior to issuance of the 300th building permit.
7. All feeder trails shall be a minimum of six feet wide and asphalt.
8. All trails shall be assured dry passage. If wet areas must be traversed, suitable structures should be provided.
9. Seven-foot-wide sidewalks shall be constructed along both sides of all internal primary streets in the same design as the sidewalk within Auth Way. Six-foot-wide sidewalks shall be constructed along both sides of all secondary streets. Four-foot-wide sidewalks shall be provided along tertiary streets. Precise portions of the tertiary street system, to which this condition applies, is to be agreed upon by applicant and staff.
10. All trails and sidewalks shall be free of street trees and above-ground utilities.
11. All trails and sidewalks shall be ramped at street crossings and ADA compatible, where feasible and practical.
12. 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, and the planting strip shall be five feet wide, subject to the review and approval by the Department of Public Works and Transportation.
 - b. All parking spaces shown on the site plan shall conform to the minimum size requirements of Part 11 of the Zoning Ordinance.
 - c. At least fifty percent of the parking spaces provided in excess of the minimum number required by the Zoning Ordinance (Section 27-574) shall be standard-size spaces.
 - d. The number of handicap spaces shall be increased to conform to Part 11 of the Zoning Ordinance.
 - e. Each sheet of the site plan shall be revised to provide bearings and distances for all lots.
 - f. The site plan shall be revised to correctly label the 25-foot stormwater management pond access easement as such, which crosses existing Lot 2.

- g. Townhouse Building 1 and Townhouse Building 96 shall be deleted.
 - h. A six-foot-high, board-on-board fence with brick piers shall be located along the first 160 linear feet of the northeast property line, beginning at the Auth Road right-of-way line. The brick piers shall be approximately 32 feet on center, for a total of five. A six-foot-high, board-on-board fence without piers shall be located on the property line for the remaining 510 linear feet.
 - i. The numbers of plant units proposed along the northeast property line shall be increased by 10 percent, where woodland does not exist.
 - j. Special paving for crosswalks shall be provided across the main entrance drive and across streets at intersections to provide connections to the central recreation area.
13. The architectural elevations shall be revised prior to signature approval as follows:
- a. All front facades of the multifamily units and the townhouse units shall incorporate brick elements. At a minimum, the units shall include either a full first-story brick front or other primary brick element giving the appearance of the majority of the front facade being brick. Brick shall be provided on the sides of end units and the entire building stick must appear to be harmoniously designed.
 - b. The entire first floor of the A and B units shall be brick.
 - c. One hundred percent of the facades fronting on Auth Way and the main entrance drives shall be full brick.
 - d. All transitional units on corners of blocks of buildings shall also be full brick.
14. The rear of townhouses, located near the right-of-way of Suitland Parkway, shall provide a variety of rooflines and shall incorporate brick elements that run the entire height of the rear facade of the building. Siding on these units shall be natural in color and the use of white siding or other highly reflective color is prohibited.
15. The TCPII shall be revised prior to signature approval to include the following:
- a. Revise the cover sheet of the TCPII to clearly demark the boundaries of TCPII/59/02.
 - b. Include in the TCPII the proper sheets at a scale of 1" = 30' for the area of the subject DSP.
 - c. Revise the DSP and the TCPII to show the location of the existing stream and revise the location of the 50-foot stream buffers as necessary.
 - d. Eliminate all impacts to the stream buffers or obtain approved variations from the Planning Board through the preliminary plan process.

- e. Provide a table on the TCPII that states the requirements for the entire site and how this TCPII proposes to meet the appropriate portion of the TCPI requirements.
16. All schedules demonstrating conformance to the *Landscape Manual* shall be added to the plans.
17. Prior to signature approval, the details and specifications for the following items shall be reviewed and approved by the Planning Board's designee:
- a. All fencing proposed on the site plan.
 - b. Entrance features, including the scale, materials compatible with the buildings, lighting and associated landscaping.
 - c. All trails proposed on the plan in accordance with the Parks and Recreation Facilities Guidelines.
 - d. All proposed lighting fixtures, including special lighting along Auth Way and the main entrance drive.
 - e. All retaining walls shown on the plans.
 - f. The gate and associated facilities located on the main entrance drive.
18. Prior to signature approval, the TCPII and the DSP shall show the areas of steep slopes that will be cleared and graded on the southern, western and northern edges of the site as being reforested with a combination of large caliper trees and seedlings.
19. Prior to signature approval, the Detailed Site Plan shall be revised to indicate the location of the noise attenuation fence in outdoor activity areas where noise exceeds 65 dBA and provide a detail for its construction.
20. Show the correct 100-year floodplain easement and the required 25-foot building set back for residential uses.