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## DETAILED SITE PLAN

**DSP-05051**

Application	General Data
<b>Project Name:</b> ALTA BRANCH, TOWN CENTER AT CAMP SPRINGS  <b>Location:</b> I-495 and MD 5, directly adjacent to the Branch Avenue Metro Station on Capital Gateway Drive  <b>Applicant/Address:</b> WB East Acquisitions, LLC 8150 Leesburg Pike, Suite 620 Vienna, VA 22182	Date Accepted: 8/10/2005
	Planning Board Action Limit: 11/09/2005
	Plan Acreage: 16.42
	Zone: M-X-T
	Dwelling Units: 504
	Square Footage: 863,398
	Planning Area: 76A
	Tier: Developed
	Council District: 09
	Municipality: NA
	200-Scale Base Map: 206SE05

Purpose of Application	Notice Dates
Mixed use Residential/Retail/Office—Applicant requests approval of the detailed site plan for the development of 504 multifamily units, 50,398 square feet of retail and 67,665 square feet of office.	Adjoining Property Owners Previous Parties of Record Registered Associations: 6/14/2005 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 10/03/05

Staff Recommendation		Staff Reviewer: Lareuse	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

October 19, 2005

## MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Detailed Site Plan DSP-05051  
Alta Branch, Phase I  
Town Center at Camp Springs

The Urban Design Staff has completed its review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions described in the recommendation section below.

## EVALUATION

This detailed site plan was reviewed and evaluated for compliance with the following criteria:

- a. The requirements of the Zoning Ordinance regarding the M-X-T Zone (Mixed-Use Transportation-Oriented Zone) Sections 27-542 through 27-546 and Section 27-548.
- b. Section 27-274 of the Zoning Ordinance for conformance to the site design guidelines and conformance to the Conceptual Site Plan, CSP-01015.
- c. The requirements of the *Landscape Manual*.
- d. The requirements of the Prince George's County Woodland Conservation Ordinance.
- e. Referral comments.

## FINDINGS

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

1. **Request:** The subject application proposes a mixed-use development with 504 multifamily units, 50,398 square feet of retail, and 67,665 square feet of office

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	M-X-T	M-X-T
Use	Vacant	504 multifamily: One bedroom units-212 units Two bedroom units-244 units Three bedroom units-48 units  50,398 square feet of retail  67,665 square feet of office
Acreage	16.42 acres	16.42 acres
Square footage	0	Building A-1: 70,175 A-2: 70,175 Building B-1: 72,662 B-2: 62,662 Building C-1: 207,895 C-2: 207,895 Building D-1: 21,935 D-2: 21,935 Total: 745,334
FAR calculations	0	863,398/715,299=1.21 FAR

**Other Development Data**

<b>Parking Required</b>	<b>REQUIRED SPACES</b>
1 bedroom—212 units @ 1.33 spaces/unit	282 spaces
2 bedroom—244 units @ 1.66 spaces/unit	405 spaces
3 bedroom—48 units @ 1.99 spaces/unit	96 spaces
Office space—67,665 square feet @ 1 space/250 sq. ft. for 1 <sup>st</sup> 2,000 sq. ft + 1 space /400 sq. ft. thereafter	173 spaces
Retail/commercial space—50,398 square feet @ 1 space/150 sq. ft. for 1 <sup>st</sup> 3,000 square feet + 1 space/200 sq. ft. thereafter	257 spaces
Club House—10,666 square feet	TBD
<b>Total parking required</b>	1,213 spaces
<b>Total parking provided</b>	1,322 spaces

3. **Location:** The subject site is located northeast of the Branch Avenue Metro Station on Capital Gateway Drive, also known as Auth Road. The site is located within Planning Area 76A.
4. **Surroundings and Use:** The property is configured on one side by Capital Gateway Drive, which forms a semicircle around the northwest and northeast sides of the property. The site has approximately 2,100 linear feet of frontage on Capital Gateway Drive. The entire south side of the property is adjacent to the remaining portion of the tract, known as Town Center at Camp Springs, also in the M-X-T Zone. The adjacent properties are as follows:

Northwest	The property is bounded on the northwest by the right-of-way of Capital Gateway Drive. Across the street is residentially zoned land in the M-X-T Zone. The property is known as Town Center at Camp Springs, Phases IA and IB, and has been approved for the development of 483 multifamily units and 329 single-family attached units (townhouses). The project is currently under construction and units are being sold.
Northeast	The property is bounded on the northeast by the right-of-way of Capital Gateway Drive. Across the street is industrially zoned land in the I-1 Zone; currently it is the location of the Metro yard facilities.
Southwest	The property to the southwest is zoned M-X-T and is also part of the Town Center at Camp Springs subject area known as Pod B. Further to the southwest is the Branch Avenue Metro Station.
Southeast	The property to the southeast is also zoned M-X-T and is part of the Town Center at Camp Springs known as Pod C, as identified on the approved conceptual site plan.

5. **Previous Approvals:** 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 the 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 indicated office/residential as the primary use of Pod B and also allowed for a retail component. Access points were also approved on the conceptual site plan. The conceptual site plan was approved with senior housing as a probable use within Pod A, but was never built, and the subject detailed site plan does not propose senior housing. A central green area was also shown on the conceptual site plan within Pod B, which is not the land area included in this detailed site plan.

On June 27, 2002, the Prince George's County Planning Board approved detailed site plan DSP-02023 for Town Center at Camp Springs, Phase IA, as stated in PGCPB No. 02-146, and detailed site plan DSP-02024 for Town Center at Camp Springs, Phase IB, as stated in PGCPB No. 02-147. These projects completed the development of Pod A as identified on the conceptual site plan, CSP-01015.

On March 14, 2005, the District Council reviewed a detailed site plan DSP-03075 for the subject property and disapproved the application. That case is pending circuit court review.

6. **Design Features:** The multifamily units are distributed over eight buildings, two of which are designed around a five-story-parking garage located centrally to the building. Two freestanding buildings with parking beneath are fronting on Capital Gateway Drive. Two buildings are completely residential in two buildings where the residents will utilize a combination of surface parking and structured parking and the remaining residential is located within two mixed use

buildings that consist of retail at the first floor, office above retail, and residential above the office.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The proposed mixed-use development is a permitted use in the M-X-T Zone.

The Conceptual Site Plan must also comply with the following findings listed in Section 27-546(d), Site Plans, of the Zoning Ordinance

**a. The proposed development is in conformance with the purposes and other provisions of this Division:**

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

This portion of the development of Pod B 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 two required uses in the M-X-T Zone, Residential.

- (2) **To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

The location of the property in the vicinity of the Branch Avenue Metro Station maximizes the public investment and the private development potential of the subject property.

- (3) **To promote the effective and optimum use of transit and other major transportation systems;**

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 proposed development will promote the effective and optimum use of transit.

- (4) **To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The proposed development has the potential to encourage a 24-hour environment with the inclusion of the community building. The residential units will generate activity on the site from 6:00 a.m. to 10:00 p.m. The future development of office uses is anticipated to operate on regular 9:00 a.m. to 5:00 p.m. business hours. The retail component is expected to generate activity all day; uses open from 10:00 a.m. until 9:00–10:00 p.m.

- (5) **To encourage diverse land uses which blend together harmoniously;**

The proposed site design unifies the residential, retail and office. The centrally located clubhouse creates a linkage between the uses and a pleasant experience for all users. The location of the retail and office component will serve the subject site and development at Capital Gateway Drive.

**(6) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

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. The project proposes similar architectural treatment to the project across the street to create a distinctive visual character throughout the M-X-T Zone. The retail component will provide for the convenience necessary for a successful functional relationship between the uses. The proposed landscaping, signage, seating, sidewalks, and architectural design of the buildings are intended to blend with the proposed metropolitan development across Capital Gateway Drive.

**(7) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**

The mixed use of the subject property exemplifies optimum land planning for greater efficiency. This proposal takes advantage of existing transportation linkages such as the Metro by proposing a pedestrian link to the Branch Avenue Metro Station to capture demand for transit from the residential, office, and retail uses. The conceptual site plan sought to provide pedestrian connections among internal uses, thereby reducing trips generated from the site (40 percent for residential uses), and to encourage pedestrian connections. In addition, the project may take advantage of shared surface parking opportunities between the residential, retail and office uses. Therefore, the subject proposal promotes optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects.

**(8) To permit a flexible response to the market; and**

This proposal takes advantage of the provision for mixed uses to provide quality condominium housing in response to the housing demands of the current market and to achieve the county's goals of fostering high-quality, mixed-use development at this site.

**(9) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The subject application has created an architectural product for the residential component that will be compatible with the architectural elevations of the adjacent proposed development. The use of superior design and quality building materials will result in an overall architectural design that should exemplify excellence in physical, social, and economic planning.

**b. 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;**

The proposed development is integrated visually with the proposed architectural design of the buildings directly across Capital Gateway Drive from the subject site. The staff also recommends that the streetscape be treated similarly through the use of the same sidewalk design and streetlights as were approved for development currently under construction on DSP-02023 and DSP-02024. The vehicular connections are physically integrated to the proposed development across the street.

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

If the conditions of approval relating to architecture, streetscape improvements, and details and specifications are implemented, the subject application will be compatible with the proposed residential architecture across Capital Gateway Drive.

**d. 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;**

The proposed development will create a diverse mix of land uses. A comprehensive vehicular and pedestrian system will unify the various uses and facilitate interaction between them. The proposed landscaping, signage, seating, sidewalks and architectural design of the buildings are intended to blend the various uses visually and functionally. A distinctive visual character and identity for the Town Center at Camp Springs will be created with the use of quality architectural, landscape and design features. Therefore, 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.

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

The applicant provided the following explanation of the staging of the project in an e-mail dated October 18, 2005, Leonard Wood to Lareuse:

“It is our contemplation that we will build out the project based on the level of interest (i.e. condominium sales) in the market. Alta Branch is designed to be easily split into two phases.

“As you know, the plan is a mirror image when looking at the west side vs. the east side, with the exception of the pool and the uses in the two clubhouses. # of units, amount of retail and office, # of parking spaces and the layout of the buildings are the same on both phases. If we were to build this project in stages, we would build half of everything initially and build the remaining half 12 to 18 months later. The pool would get built in the initial phase. Obviously, Boulevard A and B would get built initially as well as they serve the entire site.

“We discussed this with Tribeca, but decided that each phase of Tribeca would not stand alone very well. If you divided Alta Branch into East and West, they would stand alone with no problem. Given market factors, we would like to have

the flexibility to build half of the project at a later date if the market slows down.”

Comment: The staff agrees with the applicant’s assertion that the project could be phased in two parts. The staff recommends that a condition be added to the plans to clearly show the phasing of the project on the DSP and that an interim plan be developed prior to the certificate of approval that shows final buildout of the project if it were built as a single stage.

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

Comment: A comprehensive vehicular and pedestrian system has been provided to encourage pedestrian activity within and to the development and unify the various uses and facilitate interaction between them.

8. Section 27-545 of the Prince George’s County Zoning Ordinance allows the optional method of development in the M-X-T Zone up to 1.40 FAR for the subject site, because it contains a residential component. The optimal methods of development are not being employed in this submission because FAR does not reach that threshold.

9. **Conceptual Site Plan:** The conditions of the previously approved conceptual site plan, CSP-01015, as they relate to the subject application are discussed below:

- 1. Total development within the subject property under Phase I shall be limited to 1,700 residences, of which no fewer than 250 shall be senior housing residences, 150,000 square feet of retail space, and 968,500 square feet of general office space; or different uses generating no more than the number of peak hour trips (1,490 inbound AM peak hour vehicle trips and 1,243 outbound PM peak hour vehicle trips) generated by the above development.**

Comment: As of the writing of this report the Transportation Planning Section has not provided an analysis of the condition above.

- 3. Future Detailed Site Plans shall, at a minimum, provide the level of pedestrian connections that are shown conceptually on the current plans. Additionally, future plans shall include the following considerations:**

- a. Provision of direct pedestrian connections rather than [more] circuitous ones.**

Comment: This phase of the development of Pod B has provided the beginning of direct pedestrian connections to the Metro via an improved pedestrian system along Capital Gateway Drive and another connection at the center of Pod B, which will be continued as the build-out of Pod B continues.

- b. The siting of proposed buildings in Phase II closer to the Metrorail station, and siting parking facilities farther away.**

Comment: This condition will be met in Phase II of the development.



- c. **The placement of building entrances closer to rather than farther from the pedestrian network.**

Comment: This site plan has provided for entrances near the pedestrian sidewalks.

- d. **The concept of a central pedestrian link through the semicircle to the station shall be retained on all future plans.**

Comment: This requirement applies to the remaining portion of the development of Pod B.

5. **Each Detailed Site Plan (not including those for infrastructure or recreational facilities) in Phase I shall be developed at no less than 0.3 Floor Area Ratio (based on Net Lot Area). Phase II of the development (as defined in Condition 2) shall include an area for high intensity development such that, the overall development covered by Phases I and II shall not be less than 0.85 Floor Area Ratio (based on Net Lot Area). Phase II shall include Pod C in its entirety and five acres of developable land within Pod B but shall not include the central green area. Phase II development may proceed concurrent with Phase I, provided that, the cumulative combined FAR of Phase I approved, and all proposed Phase II, equals or exceeds the minimum 0.85 FAR. The high intensity preservation area is flexible in location and configuration within Pod B as long as it achieves the goal of high intensity/density and incorporates the design elements associated with the common green area.**

Comment: The subject plan is proposing 1.01 floor area ratio based on net lot area. This is well above the minimum ratio established in the conceptual site plan for development within Phase I.

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. The concept shall not include the provision of ponds on a lot by lot basis.**

Comment: The Department of Environmental Resources has found that the plan is consistent with the stormwater management concept approval.

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

Comment: This condition has been fulfilled.

14. **The applicant, his heirs, successors, and/or assignees 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, successors, and/or assignees 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: As of the writing of this report the applicant has not provided the full package of recreational facilities proposed. A preliminary list of facilities includes:

*Outdoor Recreation Facilities*

1. Picnic/Barbecue (2)
  - a. Total Site Furniture: 2 Tables (4-seater); 2 Tables (3-seater; handicap accessible)
  - b. 2 Barbecue grills
  - c. 2 Trash bins
2. Tot Lot (1)
  - a. 1 Modular Play Structure (2- 5-year olds)
3. Preteen (1)
  - a. 1 Modular Play Structure (6- 12-year olds)
4. Putting Green (2)
5. Sitting Area (4)
  - a. Total Site Furniture: 16 benches
6. Multi-purpose half court (1)
  - a. Badminton
7. Multipurpose half court (1)
  - a. Half basketball

*Indoor Recreation Facilities (West & East Clubhouse)*

1. West-Space 1
  - a. Concierge
  - b. Manager
  - c. Parcel pick-up
  - d. Storage

- e. Small media room/lounge space for people to gather, watch flat screen TV, and space for 2-3 computers; come in off patio.
- 2. West-Space 2
  - a. Fitness/Cardio Area
  - b. Children's play area
- 3. East-Space 1
  - a. Cyber café has billiard table with convertible tabletop for ping pong and shuffleboard
  - b. Space for arcade games
- 4. East –Space 2
  - a. Great room with fireplace
  - b. 3 sitting areas
  - c. (2) 6-in-1 game tables
  - d. 2 card tables
  - e. Full access kitchen
- 5. Indoor swimming pool (1)
  - Size: 1,800 s.f. (+/- 30' x 60')

The staff does recommend a condition relating to conformance to the *Parks and Recreational Facilities Guidelines*.

- 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.**

Comment: This condition will be carried over to this plan.

- 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: This condition will be carried over to this 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 Capital Gateway Drive, the staff recommends a seven-foot-wide sidewalk and a five-foot-wide planting area for street trees. This recommendation was made on the property across Capital Gateway Drive and also appears to have been acceptable to the DPW&T.

- b. **Street trees shall be located approximately 35 feet on-center if they do not exist in the right-of-way. A staggered row of the same species shall be planted at the same interval on the other side of the sidewalk, unless the buildings are located at or near the street line.**

Comment: The staff recommends that this condition be reiterated in the approval of this detailed site plan. Street trees should be located approximately 35 feet on-center where they do not exist in the right-of-way. A staggered row of the same species should be planted at the same interval on the other side of the sidewalk, unless the buildings are located at or near the street line. Any dead or dying trees should be replaced within the right-of-way. Further, the planting median within the right-of-way contains sparsely planted trees, most of which are of poor health and are showing signs of decline. The staff also recommends that the medians be planted as well, if acceptable to the Department of Public Works and Transportation.

- 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.**

The proposed architectural elevations repeat many of the same detail features of the architectural elevations approved for the project across the street. The staff is pleased with the proposal and thinks the developments will provide for a high-quality streetscape near the Metro station, which will encourage pedestrian traffic to and from the station. The architectural elevations demonstrate high quality and will be compatible with each other. The architecture will create a harmonious theme to the overall development by employing design elements, exterior finish materials, massing, articulation, and window fenestration. However, staff recommends a number of minor modifications to the architectural elevations that should be changed prior to signature approval, as follows:

- The parking garages are not visible from Capital Gateway Drive; however, the exterior finish material of the garage where it is visible from within the development should be attractive. The plans currently indicate an EFIS panel system; staff recommends that the plans be revised to indicate an enhancement of texture and color on the exterior finish of the parking garage.

- The architectural elevations should be revised so that corners of the buildings should have brick from grade to the roofline. Also entrances into the buildings should be a minimum of 60 percent brick.

- d. **In Phase I, the minimum height of office and residential structures shall be three stories. In Phase II, the minimum height of office and residential structures shall be five stories. Retail uses are encouraged to be located on the first floor of a mixed-use building.**

Comment: This condition has been fulfilled in that the proposed height of the residential structure is four and five stories.

- e. **A visual connection from the residential development in Pod A to the green space component within Pod B shall be provided via the street connections by incorporating medians, or by connecting the greenspace to frontage along the road across from the residential development in Pod A.**

Comment: The condition has been fulfilled via the street connections from DSP-02023 to the subject site.

- 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: This condition has been fulfilled, as there are not any parking spaces along Capital Beltway Drive.

- 21. **Any residential development located within Pod B shall be located across from Pod A.**

Comment: This detailed site plan fulfills this condition.

- 23. **At the time of the first Detailed Site Plan submission, a comprehensive design approach is required for the proposed signage for the commercial/retail components. Freestanding signage shall not exceed ten feet in height.**

Comment: Signage for the development has been well thought out and provides for signage of the residential development and the retail development. No signage is proposed for the office building. Signage for this retail development is shown on the front facade of the retail building and two freestanding signs at the entrance to the development. Staff recommends that there be conditions restricting the signage to only externally lit fixtures to illuminate the signage at night for both the building mounted and the freestanding signage.

- 24. **Development beyond 1,200 dwelling units shall require the development of a retail component to serve the residents; the development of an office building with a retail component is acceptable. This condition may also be fulfilled by the same development on Lot 34 (the Companion CSP-01016). Issuance of a use and occupancy permit for the retail will be required prior to the release of the 1200<sup>th</sup> residential building permit.**

Comment: This detailed site plan will be subject to this requirement because this site plan and the previous developments that have been approved bring the total dwelling units beyond the 1,200 dwelling unit thresholds. The property known as Town Center at Camp Springs, Phases IA and IB, has been approved for the development of 483 multifamily units and 329 single-family attached units (townhouses), for a total of 812 units. This project adds a total of 504 units in addition to the previous approval for a total of 1,316 units. Therefore, the staff recommends that prior to the issuance of the 352 use and occupancy permit for the project, the applicant shall submit evidence that the retail component is completed and 25 percent occupied.

- 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: As of the writing of this report, the applicant has not submitted the parking and loading study. If the report is submitted in a timely fashion and the staff has sufficient time to review the information, an analysis of the information will be presented at the Planning Board hearing. The Transportation Planning Section has reviewed the plans without the information and has made a recommendation based on the site plan information and the traffic study that supported the conceptual site plan. However, the staff has added a condition requiring the applicant to submit the studies prior to certificate of approval for review and analysis.

- 27. If a DSP is submitted for a portion of Pod B that deviates from the Illustrative Plan, a revised layout for the remaining portion of Pod B shall be included as part of the submittal. It shall demonstrate an alternative layout that includes the outdoor public space/green area in keeping with the concept demonstrated in the Illustrative Plan.**

Comment: The applicant has designed an alternative illustrative layout that substitutes for the illustrative plan in the conceptual site plan file. The applicant has worked diligently to provide the staff a reasonable alternative for the development of the remaining portion of the site.

10. **Preliminary Plan:** The property is the subject of three record plats. VJ 184 at 51 is the large parcel bounded by Capital Gateway Drive. VJ 160 at 58 is known as Parcels A and B. These are the two parcels creating the straight southwestern property line. VJ 161 at 6 is a reservation plat. Parcels A and B were placed in reservation in 1991 for a future extension of Winchester Commercial Parkway. There are no other subdivision issues.
11. **Landscape Manual:** The proposal is subject to the requirements of Section 4.1 (Residential Requirements) and Section 4.3 (Parking Requirements) of the *Landscape Manual*. The plans demonstrate conformance to these sections; however, it appears that the applicant has double counted the interior green shade trees and the open space green area shade trees. Therefore, the schedules will have to be adjusted to rectify this discrepancy.
12. **Woodland Conservation Ordinance:** Compliance with the requirements of the Woodland Conservation Ordinance is discussed in detail in Finding 13.c.
13. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are as follows:

- a. The **Community Planning Division** found that this application is not inconsistent with the 2002 General Plan Development Pattern policies for the Developed Tier and Regional Center designation for the Branch Avenue Metro Station, and that the proposed detailed site plan conforms to the 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)*

The property is located in a designated Metropolitan Center (Branch Avenue Metro) in the Developed Tier. The vision for the Developed Tier is a network of sustainable, transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods.

Planning issues are discussed in previous applications (CSP-01015, DSP-02023, DSP-02024 and DSP-03075) regarding the urban design strategies recommended by the 2002 General Plan and master guidelines that should be carefully considered to ensure that projects within the Developed Tier encourage the design of pedestrian friendly environments as well as maintain and/or enhance the character of the existing community. This detailed site plan is in conformance with the urban design recommendations for the Town Center at Camp Springs specified in the 2000 master plan.

The following urban design strategies are recommended by the 2002 General Plan to ensure that projects within Metropolitan Centers have the highest quality of design:

- Require special signage, lighting, landscaping, street furniture, and architecture.
- Require pedestrian-oriented design elements.
- Emphasize the need for the overall design and amenities to create a special sense of place.
- Consider essential TOD design characteristics to include “land uses oriented to transit facility linkages and pedestrian-friendly building bulk and setbacks within Metrorail-oriented Centers.

The site plan fulfills the above urban design strategies.

- b. The **Department of Environmental Resources**, in a memorandum dated July 6, 2004, has stated that the proposal is not consistent with approved stormwater concept plan #3770-2004. The stormwater management concept plan must be revised prior to the approval of the detailed site plan.
- c. The **Environmental Planning Section** has reviewed the above referenced revised Detailed Site Plan DSP-05051, and Type II Tree Conservation Plan TCPII/53/04, stamped as received by the Environmental Planning Section on August 10, 2005. The Environmental Planning Section recommends approval of DSP-05051 and TCPII/53/04 subject to one environmental condition.

This site has been previously reviewed by the Environmental Planning Section as part of 4-89207, 4-90037, DSP-92012, DSP-91029 and CSP-01015, and most recently as DSP-03075 in conjunction with TCPII/53/04. DSP-03075 was approved by the Planning Board subject to conditions, but was subsequently denied by the County Council. 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. This site will continue to be reviewed under the previous ordinance. The subject application proposes a residential development with a small retail and office component. This submittal is different in layout from the previous Detailed Site Plan (DSP-03075).

This 16.42-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 not 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. 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 as delineated on the approved General Plan.

1. 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 14.73 acres. Individual TCPIIs are required to be submitted with each Detailed Site Plan. The site has an approved Type I Tree Conservation Plan, TCPI/7/90-01 in conjunction with CSP-01015, which includes the subject property. 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 no changes to the approved TCPI. The roadway that was previously cleared in the TCPI, is currently included in the worksheet calculations as required.

The submitted plan, TCPII/53/04, contains five sheets: a cover sheet showing the entire property at a scale of 1" = 150' and four additional sheets at a scale of 1" = 30' which covers the entire site including the road not previously referenced in any computation. In addition, the cover sheet of the TCPII does show related adjacent approved TCPII boundaries with their respective acreages. The revised Type II Tree Conservation Plan (TCPII/53/04) dated June 21, 2004 is in compliance with the approved revised TCPI/7/90-01. Staff recommends the approval of TCPII/53/04 as revised June 21, 2004. No further information is required with the TCPII.

2. A Stormwater Management Concept Approval Letter (CSD 3770-2004-00) dated March 23, 2004, was submitted with this application. The requirements for stormwater management will be met through subsequent reviews by the Department of Environmental Division. No further information is required at this time with regard to stormwater management.



3. A noise study previously submitted was considered adequate and therefore acceptable and provided that sound control measures are implemented for that part of the site plan impacted.

**Recommended Condition:** Prior to the issuance of building permits for residential units on this site, the building permits shall be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells within the noise corridors along Capital Gateway Drive have been designed to attenuate noise levels to 45 dBA Ldn or less.

4. The soils found to occur according to the Prince George's County Soil Survey are predominantly gravel pit or disturbed soils. Because the exact nature of the soils is not known, DER may require a soils study prior to issuance of building permits.

d. The **Transportation Planning Section** provided the following analysis:

1. The applicant proposes to construct 504 (212 one-bedroom, 244 two-bedroom, and 48 three-bedroom) multifamily residential units, 71,332 Gross Square Feet (GSF), of commercial office, 55,378 GSF of general retail, and 6,294 GSF clubhouse.
2. The applicant is proposing to provide a total 1,368 parking spaces, of which 1,158 will be constructed as structured parking. The proposed parking calculation is in accordance with each land use parking requirements as outlined in the Parking Section of the County Code, without taking into consideration any reduction in amount of parking for the proposed mix uses. Not accounting for possible share use of parking and the site's close proximity to the Branch Avenue Metro Station, staff is concerned with provision of this amount of on-site parking. Provision of excessive amount of parking would not promote transit use and increase in expected number of vehicular traffic by future residents, which is contrary to the goals envisioned by the approved Heights master plan. It is equally important to note that the transportation adequacy findings that was made at the time of Conceptual Site Plan (CSP-01015) approval, was based on applicant proposal for significant transit usage by all type of proposed residential development (nearly 40 percent).
3. In accordance with the county's Zoning Ordinance (Section 27-546- (c) (4), prior to the approval of any Detailed Site Plan in the MXT Zone, it must be demonstrated " that the proposed 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 or within the current State Consolidated Transportation Program, or which will be provided by the applicant, 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." Although the approved Concept Plan (CSP- 01015) relied upon a finding of adequate transportation facilities made in 1990 with the approval of preliminary plan of subdivision 4-90037, the adequacy finding for the approved Conceptual Plan made by the Prince George's Planning Board in 2001, and it is about three years old.

4. The internal vehicular and pedestrian circulation patterns appear to be acceptable, and no additional dedication will be required. Provision of adequate left turn lanes with sufficient storage length at the proposed site entrances will need to be provided in accordance with the county's DPW&T approval and standards.

#### Transportation Findings and Recommendations

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed development as required under the Section 27-546(c)(4) of the Prince George's County Code if the application is approved with the following conditions:

1. Prior to the certification of the detailed site plan, the applicant shall obtain from the Prince George's County DPW&T the approval for the needed geometric improvements (i.e. provision of left turn storage, or appropriate traffic control), at the proposed entrances along Capital Gateway Drive.
  2. Prior to the certification of the detailed site pPlan, the applicant shall revise the submitted plan to show appropriate parking reduction ratios has been applied to account for the possible share uses of the parking spaces that will be provided on site.
- e. **Health Department**—The Environmental Engineering Program reviewed the revised detailed site plan for Alta Branch, Town Center at Camp Springs, and has the following comments to offer as stated in Memo dated September 1, 2005:

Copies of Phase I and Phase II Environmental Site Assessment reports, any methane studies, and logs of any soil excavations conducted on the property, detailing the findings of those assessments, must be submitted to this office for review. Based on a review of said information, a determination can be made concerning the need to conduct any additional evaluations. Recommendations for approval of the above referenced detailed site plan will be dependent on review of any and all information submitted to this office.

Comment: The staff recommends that this condition be fulfilled prior to the issuance of a grading permit. The applicant has submitted evidence of "No Further Requirements Determination" from the Maryland Department of the Environment dated November 23, 2004, which was issued pursuant to Maryland law authorizing a Voluntary Cleanup Program for properties contaminated by controlled hazardous substances or oil. It is unclear the local government's authority on this issue; however, since the Department of Environmental Resources recommends this condition, the staff recommends that the Planning Board adopt it as part of the approval of these plans.

- f. The **Permit Review Section** provided the following comments that remain outstanding as of the writing of this report:
1. The loading schedule should include the number of loading spaces required and provided for the retail uses.

2. The dimensions for all parking and loading spaces (12 feet x 33 feet) and the width of drive aisles should be shown on the site plan.
3. The location for all handicapped and compact parking spaces should be shown on the site plan.
4. The site plan should show depressed curbs, ramps, etc., to demonstrate that the buildings are handicap accessible.
5. The height in feet of all proposed buildings should be shown on the site plan.
6. All parking spaces on each parking level of the garage and aisle width must be demonstrated and shown on the architectural plans for the structured parking garage.

Comment: These points have been included in the recommendation section of this report.

14. With the proposed conditions, the subject detailed site plan, DSP-03075, is found to represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs 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 the detailed site plan, DSP-05051, and TCPH/53/04 with the following conditions:

1. Prior to the issuance of any certificate of occupancy permits by the Department of Environmental Resources, the applicant shall provide evidence that a condominium regime has been established for the subject property. Also, a note shall be added to the plans to clearly state that all residential units will be condominium ownership.
2. Prior to the issuance of building permits for residential units on this site, the building permits shall contain certification by a professional engineer (with competency in acoustical analysis) that the building shells within the noise corridors along Capital Gateway Drive have been designed to attenuate noise levels to 45 dBA Ldn or less.
3. Prior to the issuance of a grading permit, copies of Phase I and Phase II Environmental Site Assessment reports, any methane studies, and logs of any soil excavations conducted on the property, detailing the findings of those assessments, must be submitted to this office for review. Based on a review of said information, a determination can be made concerning the need to conduct any additional evaluations.
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 all indoor facilities prior to the certificate of occupancy by the Department of Environmental Resources for the 50<sup>th</sup> certificate of occupancy of the overall development. The RFA shall provide for the completion of all outdoor recreational facilities prior to the certificate

of occupancy by the Department of Environmental Resources for 252 (50 percent) certificate of occupancy of the overall development.

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. Prior to signature approval, the applicant, his successors, and/or assignees shall demonstrate that the recreational facilities are in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines and details and specifications of the facilities shall be provided. The recreational facilities shall be as follows:

*Outdoor Recreation Facilities*

- (1). Picnic/Barbecue (2)
  - a. Total Site Furniture: 2 Tables (4-seater); 2 Tables (3-seater; handicap accessible)
  - b. 2 Barbecue grills
  - c. 2 Trash bins
- (2). Tot Lot (1)
  - a. 1 Modular Play Structure (2- 5-year olds)
- (3). Preteen (1)
  - a. 1 Modular Play Structure (6- 12-year olds)
- (4). Putting Green (2)
- (5). Sitting Area (4)
  - a. Total Site Furniture: 16 benches
- (6). Multi-purpose half court (1)
  - a. Badminton
- (7). Multipurpose half court (1)
  - a. Half basketball

*Indoor Recreation Facilities (West & East Clubhouse)*

- (1). West-Space 1
  - a. Concierge

- b. Manager
  - c. Parcel pick-up
  - d. Storage
  - e. Small media room/lounge space for people to gather, watch flat screen TV, and space for 2-3 computers; come in off patio.
- (2). West-Space 2
  - a. Fitness/Cardio Area
  - b. Children's play area
- (3). East-Space 1
  - a. Cyber café has billiard table with convertible tabletop for ping pong and shuffleboard
  - b. Space for arcade games
- (4). East –Space 2
  - a. Great room with fireplace
  - b. 3 sitting areas
  - c. (2) 6-in-1 game tables
  - d. 2 card tables
  - e. Full access kitchen
- (5). Indoor swimming pool (1)
  - Size: 1,800 s.f. (+/- 30' x 60')
- 7. Prior to certificate of occupancy by the Department of Environmental Resources for the 352nd certificate of occupancy, the applicant shall submit evidence that the retail shell component is constructed and 25 percent leased.
- 8. Prior to the issuance of the first building permit, the applicant shall obtain from the Prince George's County Department of Public Works & Transportation the approval for the needed geometric improvements (i.e., provision of left turn storage and/or appropriate traffic control) at the proposed entrances along Capital Gateway Drive.
- 9. Prior to the Certification of the Detailed Site Plan, the applicant shall submit a parking and loading studies in accordance with Sections 27-574 and 27-583 to show appropriate parking and loading reduction ratios has been applied to account for the possible share uses of the parking spaces that will be provided on site.

10. The plans shall be revised prior to signature approval to include the following:
- a. The sidewalk within Capital Gateway Drive shall be widened from four feet to seven feet wide, with brick pavers subject to the review and approval by the Department of Public Works and Transportation (DPW&T). The plans shall be revised to include a seven-foot-wide sidewalk in the right-of-way of Capital Gateway Drive and shall include details and specifications that were approved on DSP-02023 and DSP-02024.
  - b. Street trees shall be shown on the plans to be located approximately 35 feet on-center in the right-of-way of Capital Gateway Drive. A staggered row of the same species shall be planted at the same interval on the other side of the sidewalk, unless buildings are located at or near the street line. Any existing dead or dying trees within the right-of-way shall be replaced.
  - c. If allowed by DPW&T, shade trees shall be provided in the median of Capital Gateway Drive directly across from the subject site and be of a size and type to create a residential, pedestrian friendly boulevard.
    - (1) The loading schedule should include the number of loading spaces required and provided for the retail uses.
    - (2) The dimensions for all parking and loading spaces (12 feet x 33 feet) and the width of drive aisles should be shown on the site plan.
    - (3) The location for all handicapped and compact parking spaces should be shown on the site plan.
    - (4) The site plan should show depressed curbs, ramps, etc., to demonstrate that the buildings are handicap accessible.
    - (5) The height in feet of all proposed buildings should be shown on the site plan.

All parking spaces on each parking level of the garage and aisle width must be demonstrated and shown on the architectural plans for the structured parking garage.
  - d. The plans shall be revised to provide clear pedestrian routes within the development from the residential units to the retail component.

The plans shall be revised to include street trees 35 feet on center along the north side of Boulevard A and a specimen tree shall be specified within the circle of Boulevard A.
  - e. The plans shall provide six-foot-wide sidewalks where parking is perpendicular to the sidewalk.
  - f. The plans shall clearly show the phasing of the project on the DSP.
  - g. An interim plan be developed that shows final build out of the project if it were built as a single stage.

- h. The plans shall be revised to demonstrate conformance to the *Parks and Recreational Facilities Guidelines*.
  - i. The plans shall demonstrate conformance to Sections 4.3 and 4.7 of the *Landscape Manual* without double counting the interior green shade trees and the open space green area shade trees.
- 11. The architectural elevations shall be revised as follows to indicate that corners of the buildings shall have brick from grade to the roofline. Entrances to each of the buildings shall be a minimum of 60 percent brick.