The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530

Note: *Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.*

SPECIFIC DESIGN PLAN SDP-0403

Application	**General Data**	
Project Name: SUMMERFIELD AT MORGAN STATION, PHASE I	Date Accepted:	5/10/04
	Planning Board Action Limit:	NA
	Plan Acreage:	12.25 acres
Location: WEST SIDE OF GARRETT A. MORGAN BLVD. AND SOUTH OF RIDGEFIELD BLVD.	Zone:	L-A-C
	Dwelling Units:	478
	Square Footage:	NA
Applicant/Address: NORAIR CORPORATION 337 BRIGHTSEAT ROAD LANDOVER, MD 20785	Planning Area:	72A
	Council District:	5
	Municipality:	NA
	200-Scale Base Map:	201NE07

Purpose of Application	**Notice Dates**	
478 MULTIFAMILY DWELLING UNITS	Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-12-2003)	2/10/04
	Sign(s) Posted on Site:	6/29/04

Staff Recommendation		**Staff Reviewer: LAXMI SRINIVAS**	
APPROVAL	**APPROVAL WITH CONDITIONS**	**DISAPPROVAL**	**DISCUSSION**
	X		

July 21, 2004

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Laxmi Srinivas, Senior Planner

SUBJECT: Specific Design Plan SDP-0403
Summit at Morgan Station, Phase 1

The Urban Design Review staff has completed its review of the subject application and agency referral comments concerning the plan and recommends APPROVAL with conditions as stated in the Recommendation section of this report.

EVALUATION CRITERIA

The Specific Design Plan was reviewed and evaluated for conformance with the following criteria:

1. Conformance with Basic Plan A-9678-C.

2. The requirements of the Zoning Ordinance for the L-A-C Zone and Comprehensive Design Plans.

3. Conformance with Comprehensive Design Plan CDP-0301.

4. Conformance with the Preliminary Plan 4-03124.

5. The requirements of the *Landscape Manual*.

6. The requirements of Prince George's County Woodland Conservation Ordinance.

7. Referral comments.

FINDINGS

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

1. **Request:** The subject Specific Design Plan application includes site, landscape and architectural drawings for a multifamily residential development on Lot 1 consisting of 478 multifamily residential units.

2. **Development Data Summary**

	EXISTING	PROPOSED
Zone(s)	L-A-C	L-A-C
Use(s)	Vacant	Multifamily
Acreage	12.25	12.25
Lots	1	1
Parcels	0	0
Square Footage/GFA	0	NA

3. **Location:** The subject site is in Planning Area 72, Council District 5, and on the west side of Garrett Morgan Boulevard south of Ridgefield Boulevard. The new Metro station for Morgan Station is located on the south side of the proposed development.

4. **Surroundings and Use:** The subject property is bounded to the north by vacant L-A-C-zoned property, on the south by the new Metro station for Morgan Station, on the east by Garrett A. Morgan Boulevard, and on the west by park property (zoned R-80) owned by M-NCPPC.

5. **Previous Approvals:** On January 9, 1989, the Prince George's County District Council approved Zoning Map Amendment A-9678-C and the accompanying Basic Plan for the subject site (Zoning Ordinance No. 3-1989) for approximately 91.9 acres of land in the northwest quadrant of Brightseat Road and Central Avenue with nine conditions and 16 considerations and specific land use types and quantities applicable to the L-A-C-zoned portion of the site.

   On January 27, 2004, the District Council approved Comprehensive Design Plan CDP-0301 for the Summerfield at Morgan Station project, consisting of approximately 91.90 gross acres and proposed to be developed with 900 residential units comprised of 500 townhouses and 400 multifamily units and a maximum of 114,000 square feet of retail and 200,000 square feet of office.

   On March 11, 2004, the Planning Board approved Preliminary Plan 4-03124 (PGCPB No. 04-46) for 12.25 acres of land known as part of Parcel 16, located on Tax Map 67, Grid A.

6. **Design Features**: The proposed development will consist of two 4-story apartment buildings with a multistory garage on the interior of the buildings. Access to the development is from Garrett A. Morgan Boulevard. Each apartment building will consist of several residential bays with internal courtyards. The proposal is intended to be an upscale development that provides an inviting park-like atmosphere with ample landscaping, paved walkways, and bench seating areas with site and landscape lighting. A private road is proposed to connect the development to the Metro station to the south. The private road will be designed with a 14-foot-wide walkway "promenade" with a row of trees planted on either side extending along the entire length of the private road leading to the station entrance from Morgan Boulevard. The plan also includes a stepped walkway through paved plazas with seating benches and a tree grove at the station entrance. A split-level clubhouse and office with several amenities and a landscaped deck and pool are also proposed for the development. The clubhouse will be 6,000 square feet in area with an exercise room, club/social room with bar/kitchen and party facilities, business center with internet access, media room with a big screen television, and

offices. The proposed units will have a mix of one, two and three bedroom units with various amenities.

The design elements for the architecture include a combination of brick and vinyl siding, asphalt shingle roofs, and vinyl trim for windows. The clubhouse is designed to have a tower element with a metal roof, painted trim, and clerestory gable windows. The proposed design elements add to the overall superior architectural quality of the development.

The applicant is proposing the following unit types:

	Average unit size	Number of units	% of Total
One Bedroom	758 square feet	233	47%
Two Bedroom	1,007 square feet	244	49%
Three Bedroom	1,603 square feet	20	4%
TOTAL		497	

The applicant has indicated that a total of 478 units will be proposed. The above unit calculations show that 497 units will be proposed. A condition of approval has been added to require the applicant to submit the correct number of units proposed.

CONFORMANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The proposed multifamily residential development is in conformance with the permitted uses in the L-A-C Zone, and the subject application is in general conformance with the requirements of the L-A-C Zone.

8. **Preliminary Plan of Subdivision:** The Planning Board approved Preliminary Plan 4-03124 for the subject lot on March 4, 2004 (PGCPB No. 04-46). The Final Plats must be accepted for processing no later than March 11, 2006. The proposal is subject to the following conditions of approval at the Specific Design Plan stage:

2. The applicant, his successors, and/or assignees shall provide adequate, private recreational facilities in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines.

7. The private recreational facilities shall be reviewed by the Urban Design Review Section of DRD for adequacy and proper siting, prior to approval of the specific design plan by the Planning Board.

The applicant is proposing extensive recreational facilities that include a clubhouse with various amenities, deck, swimming pool, and landscaped courtyards with sitting areas that will exceed the adequate recreational facilities requirement of the Parks and Recreational Facilities Guidelines. Conditions of approval have been added to require the applicant to submit a list of recreational facilities and submit a private Recreational Facilities Agreement showing the construction phasing of the various recreational facilities to the Urban Design Review Section.

8. At a time to be determined at the specific design plan stage, the applicant, his heirs, successors, and/or assignees shall provide the following:

a. A continuous, minimum eight-feet wide sidewalk or trail along the subject site's entire road frontage of the west side of Morgan Boulevard. A landscaped grass strip shall be provided between the trail and Morgan Boulevard as a buffer between pedestrians and motorized traffic, as well as to provide visual relief along the corridor.

b. A trail connection from the end of Willow Hills Drive to Morgan Boulevard, the exact location of which shall be determined at the time of SDP.

c. A trail connection from the end of Willow Hills Drive to Metro, the exact location of which shall be determined at the time of SDP.

9. Standard sidewalks shall be provided along both sides of all roads, per the concurrence of the Department of Public Works and Transportation.

10. In-road bicycle facilities shall be provided along some internal roads on the subject site, in keeping with the 1999 AASHTO Guide for the Development of Bicycle Facilities. An exact determination of the type and location of facilities warranted shall be determined at the time of the SDP.

11. Submittal of the specific design plan shall include a comprehensive trail and sidewalk map showing the proposed location of all master plan trails, feeder trail connections, and sidewalks.

12. Appropriate pedestrian safety measures such as well-marked crosswalks, signage, adequate lighting, and curb bump outs shall be incorporated into the specific design plan.

Compliance with conditions 8, 9, 10, 11 and 12 are addressed in Finding 13.g. The Subdivision Section has indicated that the proposed Specific Design Plan is in general conformance with the approved Preliminary Plan. Conditions of approval have also been added for compliance with the Preliminary Plan conditions. A condition of approval has also been added to obtain signature approval of the Preliminary Plan prior to certificate approval of the subject Specific Design Plan.

9. ***Landscape Manual*:** The proposal is subject to the requirements of Section 4.1 (Residential Requirements) of the *Landscape Manual*. The proposed landscaping complies with the requirements of the *Landscape Manual*.

10. **Woodland Conservation Ordinance:** Several conditions of approval were previously approved requiring revision of the Type I Tree Conservation Plan, TCPI/27/03, during the review of the Comprehensive Design Plan and the Preliminary Plan. Conditions of approval have been added for signature approval of the Type I Tree Conservation Plan prior to signature approval of the Type II Tree Conservation Plan. Conditions of approval have also been added to address interior and exterior noise levels for the residential portion of the site. The section had recommended approval of Type II Tree Conservation Plan TCPII/83/04 subject to conditions of approval.

11. **Basic Plan:** The proposed specific design plan is in general conformance with the Basic Plan, A-9678-C, which shows the subject site designated for residential uses.

12. **Comprehensive Design Plans:** The District Council approved Comprehensive Design Plan CDP-0301 with 22 conditions of approval on January 27, 2004. The Comprehensive Design Plan has not been certified as of this date. A condition of approval has been added to obtain certificate approval of the Comprehensive Design Plan prior to certificate approval of the Specific Design Plan. The following conditions of CDP-0301 are applicable to the subject Specific Design Plan:

15. Prior to the acceptance of the Specific Design Plan and prior to submittal of the technical Stormwater Management Plans, the applicant shall coordinate a meeting with the Department of Environmental Resources, Stormwater Management Review Section, and M-NCPPC, Environmental Planning Section, to discuss the constraints of the site and to ensure a coordinated review during the last phase of review.

The Environmental Planning Section has indicated that compliance with this condition is not required for the subject Specific Design Plan because the site that requires discussion with the Department of Environmental Resources is not within the subject application.

16. At the time of the Specific Design Plan, the following shall be shown on the Specific Design Plan drawings:

a. A continuous minimum eight-foot-wide sidewalk or trail along the subject site's entire road frontage on the west side of Morgan Boulevard to complement the existing trail on the east side of Morgan Boulevard and allow for safe pedestrian travel to and from the Metro and FedEx Field.

Compliance with this condition is addressed in Finding 13.g

b. A pedestrian connection from the end of Willow Hills Drive to Morgan Boulevard. In areas where the connection is located along planned roadways, a six-foot wide sidewalk can be substituted for the trail.

This portion of the overall Comprehensive Design Plan is to the north of the subject Specific Design Plan property. Compliance with this condition will be addressed during the review of future Specific Design Plans.

c. A pedestrian connection from the end of Willow Hills Drive to Metro to link the existing communities and the subject site to Metro immediately to the south. In areas where the pedestrian connection is located along planned roadways, an eight-foot wide sidewalk can be substituted for the trail.

d. A pedestrian connection from Morgan Boulevard, through the East Village, and to the existing trails in the adjoining Summerfield community which abuts the subject property.

This portion of the overall Comprehensive Design Plan is to the north of the subject Specific Design Plan property. Compliance with this condition will be addressed during the review of future Specific Design Plans.

e. **Standard sidewalks along both sides of all roads.**

f. **Comprehensive trail and sidewalk map showing the proposed location of all master plan trails, feeder trail connections and sidewalks.**

g. **HOA feeder trails a minimum of six feet wide and asphalted.**

h. **Appropriate pedestrian safety measures such as well marked crosswalks, signage, adequate lighting and curb bump outs.**

i. **Appropriate in-road bicycle facilities along some internal roads on the subject site in keeping with the 1999 AASHTO Guide for the Development of Bicycle Facilities**.

Compliance with 16.e, f, g, h and i are addressed in Finding 13.g.

j. **Location of private recreational facilities. The location and adequacy of the private recreational facilities shall be reviewed by the Urban Design Section.**

The subject SDP shows the location of the private recreational facilities. The proposed facilities exceed the adequate recreational facilities requirement of the Parks and Recreational Facilities Guidelines.

17. **Prior to approval of a Specific Design Plan for the subject property, the applicant shall:**

a. **Submit acceptable signal studies to DPW&T for the modification of the signal at Garrett A. Morgan Boulevard at Metrorail access/site access (to be installed by others) and the modification of the intersection to provide a left-turn bay to serve the site access.**

b. **Submit acceptable traffic signal warrant studies to DPW&T at Garrett A. Morgan Boulevard at Ridgefield/site access. The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If a signal is deemed warranted by DPW&T at that time, the applicant shall bond the signal prior to the release of any building permits within the subject property, and install it at a time when directed by DPW&T. The improvements at this location shall include the modification of the intersection to provide a left-turn bay to serve the site access.**

c. **Submit acceptable traffic signal warrant studies to DPW&T at Garrett A. Morgan Boulevard at Fieldstone/site access (during review of the preliminary plan, the need for this study and resulting signal installation may be waived by DPW&T upon review of traffic operations along Garrett A. Morgan Boulevard). The applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T. If a signal is deemed warranted by DPW&T at that**

time, the applicant shall bond the signal prior to the release of any building permits within the subject property, and install it at a time when directed by DPW&T. The improvements at this location shall include the modification of the intersection to provide a left-turn bay to serve the site access.

Compliance with this condition is addressed in Finding 13.g.

13. **Referral Comments**: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

a. In a memorandum dated July 16, 2004, the Subdivision Section has stated that the property is subject to Preliminary Plan 4-03124. The compliance of this application with the Preliminary Plan is addressed in Finding 8.

b. In a memorandum dated November 4, 2003, the Permit Review Section has requested minor changes to the Specific Design Plan. Conditions of approval have been added to require the same.

c. In a memorandum dated June 2, 2004, the Department of Environmental Resources has stated that the proposal is consistent with the approved stormwater management concept #39562-2003.

d. In a memorandum dated June 13, 2004, the Environmental Planning Section has recommended approval of SDP-0403 and TCPII/83/04 subject to conditions of approval. The memorandum is discussed in detail in Finding 10.

e. The memorandum from the Historic Preservation and Public Facilities Planning Section states that:

"The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of public facilities and concluded the following.

"Fire and Rescue

"The existing fire engine service at Ritchie Fire Station, Company 37, located at 1415 Ritchie-Marlboro Road, has a service travel time of 3.42 minutes, which is beyond the 3.25-minute travel time guideline.

"The existing ambulance service at Seat Pleasant Fire Station, Company 8, located at 6305 Addison Road, has a service travel time of 3.42 minutes, which is within the 4.25-minute travel time guideline.

"The existing paramedic service at Kentland Fire Station, Company 46, located at 10400 Campus Way South, has a service travel time of 4.99 minutes, which is within the 7.25-minute travel time guideline.

"The existing ladder truck service at Capitol Heights Fire Station, Company 5, located at 6061 Central Avenue, has a service travel time of 4.25 minutes, which is within the 4.25-minute travel time guideline.

"In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, an automatic fire suppression system shall be provided in all new buildings proposed in this subdivision, unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

"The above findings are in conformance with the standards and guidelines contained in the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

"Police Facilities

"The proposed development is within the service area for Police District III-Landover. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned. The standard is 115 square feet per officer. As of 6/30/2002, the county had 874 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for an additional 69 sworn personnel. Therefore, in accordance with Section 24-122.01 (c) (1) (A) and (B) of the Subdivision Regulations of Prince George's County, the staff concludes that the existing County's police facilities will be adequate to serve the proposed Summerfield at Morgan Station development.

f. In a memorandum dated July 19, 2004, the Transportation Planning Section has stated that prior applications A-9678, CDP-0301 and 4-03124 contained a number of transportation-related conditions. The subject property is required to make roadway improvements pursuant to a finding of adequate public facilities made in 2004 for Preliminary Plan of Subdivision 4-03124. The section has made a finding that the subject property is in general conformance with the approved Preliminary, Comprehensive Design and Basic Plans. The section has required a condition of approval for additional information regarding the current status of the planned traffic signal and improvements at the Garrett A. Morgan Boulevard/Metrorail Station entrance intersection prior to approval of the subject SDP in order to comply with Condition 17a of CDP-0301. A condition of approval has been added to require the same. With the proposed condition, the Transportation Planning Section can make a finding that the development will be served with adequate transportation facilities within a reasonable period of time.

The memorandum from the Transportation Planning Section states that:

The subject property consists of approximately 12.72 acres of land in the L-A-C Zone. The property is located on the west side of Garrett A. Morgan Boulevard, approximately 1,900 feet north of its intersection with MD 214. The applicant proposes a residential development of 478 multifamily residences that is part of a larger area covered by a Comprehensive Design Plan.

"Prior applications A-9678, CDP-0301, and 4-03124 contain a number of transportation-related conditions. The status of the transportation-related conditions is summarized below:

"A-9678:
Condition 1: This condition requires that the development show that transportation service levels would be maintained at levels that would exist without the development. A traffic study was submitted and reviewed at the time of preliminary plan, and the recommendations

conform to the subject condition as well as current county regulations.

"Conditions 7 and 8: These conditions require that Metrorail alignments and station locations be shown on the CDP. The Metrorail Blue Line extension is funded and under construction, and all needed right-of-way has been purchased. The right-of-way for the tracks and the station is accurately shown on the CDP and SDP.

"Consideration 7: OK. This consideration requires the construction of a number of highway improvements at MD 214/Brightseat Road and MD 214/Ritchie Road. These improvements have since been constructed and are operational.

"Consideration 11: OK. The alignment for the Blue Line extension was fully reflected on the CDP and is reflected on the current plan, and the Blue Line extension is currently under construction.

"Consideration 16: OK. This consideration requires that the applicant develop a trip reduction program prior to CDP approval. With the proximity of the Morgan Boulevard Metrorail Station, however, there is minimal need for a formal program beyond employing good principles of transit-oriented development and planning needed nonvehicular connections to the station. As this was written as a consideration and not a condition, given the proximity of the site to mass transportation facilities, there is little need for a trip reduction program to be developed and implemented. The current SDP does display good principles of transit-oriented design.

"CDP-0301:
Condition 9: OK. This condition requires the modification of the CDP to show a vehicular connection to the M-NCPPC property to the west of the site. The subject plan reflects this connection.

"Condition 17a: This condition requires the provision of needed traffic signal warrant studies to DPW&T at the time of SDP at the Garrett A Morgan Boulevard/Metrorail station entrance intersection. When the preliminary plan was approved, it was determined that there was evidence that other parties would install the traffic signal at that location. The applicant, however, must provide specific evidence of the status of that signal or otherwise submit the required warrant study. This must be done prior to SDP approval.

"Conditions 17b and 17c: OK. This condition requires the provision of needed traffic signal warrant studies to DPW&T at the time of SDP at the Garrett A Morgan Boulevard/Fieldstone and the Garrett A Morgan Boulevard/Ridgefield intersections. When the preliminary plan was reviewed, it was determined that the intersections failed at a later stage of development. The accompanying preliminary plan only covers the first stage of this project, and in accordance with the CDP condition, the requirement to study and possibly install signals at these locations will be considered with later preliminary plans and SDPs.

"Condition 19: See discussion under the preliminary plan.

"Preliminary Plan of Subdivision 4-03124:
Condition 13: This condition requires the construction of certain off-site transportation improvements, including the improvement described in Condition 19 of the CDP. The construction of these improvements is enforceable at the time of building permit.

"Access and circulation is acceptable, and it is consistent with the preliminary plan.

"The subject property is required to make roadway improvements in the area pursuant to a finding of adequate public facilities made in 2004 for Preliminary Plan of Subdivision 4-03124. These findings were supported by a traffic study submitted in 2003. Insofar as the basis for the findings is still valid, and in consideration of the scope of this application, the transportation staff can make a finding that the subject property is in general conformance with the approved preliminary, Comprehensive Design, and Basic Plans. The Transportation Planning Section also finds that the subject application will be served by adequate transportation facilities within a reasonable period of time. This finding is conditional, however, on the provision of the current status of the planned traffic signal and improvements at the Garrett A Morgan Boulevard/Metrorail station entrance intersection. This information must be provided prior to SDP approval in order to comply with Condition 17a of CDP-0301."

g. In a memorandum dated July 19, 2004, the Transportation Planning Section has stated that the Adopted and Approved Landover and Vicinity Master Plan makes several bicycle, pedestrian, and trail recommendations for and in the vicinity of the subject site, and the Adopted and Approved Morgan Boulevard and Largo Town Center Sector Plan has reinforced the priority of nonmotorized connections in the vicinity of the subject site. The subject SDP reflects prior approvals and the master plan connections reflected on the sector plan for the subject site. The master plan trail along Garrett A. Morgan Boulevard is reflected via a decorative sidewalk on the subject SDP. The trail from Willow Hills Drive to the Metro is accommodated via an eight-foot-wide sidewalk along Private Street B. This sidewalk can ultimately be connected to Willow Hills Drive during the development of Phase 2. Pedestrian accessibility is further enhanced with the provision of a 14-foot-wide sidewalk for the entire length of Street C. This sidewalk will link the decorative sidewalk along Morgan Boulevard with the eight-foot sidewalk along Street B and a direct 14-foot-wide connection to Metro. Appropriate pedestrian safety measures such as well-marked crosswalks, signage, adequate lighting, and curb bump-outs should be incorporated into the Specific Design Plan. The applicant discussed providing the above at a meeting with staff on July 19, 2004. Conditions of approval have been added to require the same.

Previous conditions of approval require the provision of in-road bicycle facilities in conformance with AASHTO guidelines. Due to the partial grid layout of private streets, additional road widening or re-striping is not necessary in this case. The proposed streets are intended as private roadways. Therefore, there will be less development coming into these streets from adjoining communities and this results in slower moving, more dispersed traffic through the subject site. So, no specific signage or striping for bikeways is necessary. The applicant is proposing private streets. In order to ensure that the trail connections along these streets remain open to the public as envisioned in the sector plan, the section has required conditions of approval for the master plan connections and main pedestrian routes to be placed within a public use easement. The applicant has met the requirement for a comprehensive trail/sidewalk plan via the comprehensive landscape plan, which includes pedestrian facilities. Sidewalks along both sides of internal roads have been provided. The section has recommended six-foot-wide sidewalks along both sides of Private Street A as discussed in the meeting with the applicant on July 19, 2004. Conditions of approval have been added to require the same.

h. In a memorandum dated June 10, 2004, the Fire Prevention Division has stated that the private roads shall be 20 feet in width and areas which do not accommodate a turning radius of a 43-foot wheel base vehicle must be widened to allow emergency apparatus to turn.

i. In a memorandum dated May 28, 2004, the State Highway Administration has stated that conditions of approval of Preliminary Plan 4-03124 have ensured that the required improvements along the state highways will be implemented prior to build-out. Therefore, the office has no objections to the Specific Design Plan approval.

j. In a memorandum dated June 25, 2004, the Department of Public Works and Transportation has stated that all improvements along Garrett A. Morgan Boulevard and within the public right-of-way as dedicated to the county must be in accordance with the county Road Ordinance, DPW&T Specifications and Standards, and the Americans with Disabilities Act. Internal streets that do not comply with county standards are to be within private rights-of-way and privately maintained. The traffic impact study dated April 27, 2004, clearly indicates that the site will have two full-access points and two right-in/right-out accesses. The two full-access points are at Ridgefield Boulevard and directly across from the new Morgan Boulevard Metro Station access. Therefore, a full-access point with a median opening along Garrett A. Morgan Boulevard at Private Street A is denied until such time as the developer produces an acceptable traffic study analyzing all the proposed full-access points. Parking on Private Street A within 200 feet of its intersection with Garrett A. Morgan Boulevard is to be eliminated. A condition of approval has been added to require the same.

k. In a memorandum dated July 7, 2004, the Community Planning Division has stated that the proposal is consistent with the 2002 General Plan Development Pattern policies for the Developed Tier and Regional Center designation for the Morgan Boulevard Metro Station. The subject Specific Design Plan conforms to the land use recommendations of the sector plan but does not apply all the specific development standards approved in the sector plan for Subarea 1. The division has noted the following inconsistencies with the design standards in the 2004 Approved Morgan Boulevard and Largo Town Center Metro Area Sector Plan and SMA. The applicant met with the Community Planning Division staff and Urban Design Review Section staff to discuss the above issues and agreed to revise the Specific Design Plan drawings as follows:

(1) The applicant is proposing 114 more parking spaces than the maximum number of parking spaces specified in the Sector Plan. The division has recommended curb bump-outs to reduce the visual impact of parking spaces.

Comment: Consider curb bump-outs to create additional landscaping in parking areas.

(2) The parking garage is a plain concrete structure with no ornamentation and does not utilize the architectural design elements of the residential component of the proposed buildings.

Comment: Add brick panels and embellishments for the parking garages to make them more compatible with the residential components. Add more evergreens, etc., to screen the parking garages at street level.

(3) The proposed loading docks are visible from the walks and are not adequately

screened by landscaping, buffer walls and other methods.

Comment: Paint the loading doors with complementary colors to make them more visible.

(4) Side and rear facades visible from streets have more than 50 percent vinyl siding and do not have at least 50 percent brick, stone or other approved equal or better materials.

Comment: Add more brick on highly visible side and rear elevations that have a large percentage of vinyl siding.

(5) Use of EIFS, even though its use is not normally allowed within the boundaries of the sector plan.

Comment: Use EIFS sparingly as an accent material.

(6) The applicant has not provided specific unit count and minimum sizes for the proposed dwelling units.

Comment: The applicant provided this information at the July 19, 2004, meeting.

(7) Information regarding the details like colors, materials, lighting, etc., of the pedestrian promenade along Garrett A. Morgan Boulevard that help create a unique sense of place that welcomes visitors to Prince George's County has not been provided.

Comment: Provide details about materials, lighting, signs for the proposed promenades, sidewalks and trails. Provide crosswalks where appropriate subject to approval of the Department of Public Works and Transportation.

(8) Information/details regarding the proposed 14-foot-wide walkway and landscaping on WMATA land proposed by the applicant has not been provided.

Comment: A condition of approval has been added to require this information.

(9) No sidewalks have been provided along some of the private streets.

Comment: A condition of approval has been added to require sidewalks along private streets.

(10) Information regarding access to the courtyards from surrounding units has not been provided.

The division has also stated that landscaping in the courtyards must be suitable for shaded areas, and the design of the clubhouse can consider utilizing the proposed tower structure for the entryway so that the entryway is full of light. A condition of approval has been added for redesigning the clubhouse.

A condition of approval has been added to require the applicant to submit revised drawings incorporating all of the above for approval by the Urban Design Review staff and the Community Planning Division staff prior to certification.

l. A referral was sent to WMATA. The applicant is proposing landscaping on the berms adjacent to the tracks on WMATA land. A 14-foot-wide walkway with a ramp is also proposed to provide the pedestrian connection to WMATA on WMATA land. No comments have been received from WMATA as of this date. However, WMATA staff have indicated that they will be sending their comments soon.

m. A referral was sent to the Department of Parks and Recreation. No comments have been received as of this date.

14. **Conformance of the Proposed Specific Design Plan with the findings for approval of a Specific Design Plan (Section 27-528, Planning Board Action)**

The plan conforms to the approved Comprehensive Design Plan and the applicable standards of the Landscape Manual.

As stated in Findings 9 and 12, the proposed Specific Design Plan conforms to the approved Comprehensive Design Plan and the applicable standards of the *Landscape Manual*.

The development will be adequately served within a reasonable period of time with existing or programmed facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development.

As explained in Findings 13.e and 13.f above. findings for adequate public facilities were made in conjunction with the Preliminary Plan for the subject property. The Transportation Planning Section has confirmed that the proposal is consistent with the required transportation adequacy findings. The Historic Preservation and Public Facilities Planning Section has recommended that an automatic fire suppression system be provided in all new buildings proposed in this subdivision. A condition of approval has been added to require the same. The section has also stated that the existing county police facilities will be adequate to serve the subject development.

Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties.

Compliance with this requirement has been demonstrated in Finding 13.c., where conformance with the approved stormwater management plan is discussed.

The Plan is in conformance with an approved Tree Conservation Plan.

Compliance with this requirement has been made in Finding 13.d.

RECOMMENDATION

Based on the foregoing evaluation and analysis, the Urban Design Review staff recommends that the Planning Board adopt the findings of this report and approve Specific Design Plan SDP-0403 and TCPII/27/03-01 with the following conditions:

1. Prior to certification of the Specific Design Plan:

   a. The applicant shall obtain certification of Comprehensive Design Plan CDP-0301 and signature approval of Preliminary Plan 4-03124.

   b. The site, landscape and architectural drawings shall be revised to show the following:

      (1) The Approval Sheet containing the certificate of approval for CDP-0301 and the conditions of approval for the ZMA, A-9678-C.

      (2) Cover sheet including a Loading Schedule.

      (3) Parking Schedule including required handicapped accessible parking requirements. Handicapped Parking is two percent of the provided parking.

      (4) Parking Schedule including all uses within the community building and pool.

      (5) Correct Parking Schedule to reflect accurate parking requirements. The result shall show three fewer parking spaces required.

      (6) Drive aisles with adequate width: 22 feet for two-way travel or 11 feet for one-way travel.

      (7) Cover Sheet including all development requirements such as setbacks, lot area, lot frontage, lot coverage/green area, dimensions of buildings, building height for each building or building section if different.

      (8) Each building section clearly identified. Clarify distinction between Sections A and B and C and D in Building 1, and Sections A and B, C and D, and F and G in Building 2.

      (9) Detail sheets demonstrating parking provided on each level of the parking garage.

      (10) Dumpsters adequately screened from view.

      (11) Cover Sheet to include all development requirements for the community building and pool.

      (12) A six-foot-tall fence around the community pool.

      (13) The proposed “Gateway Signs” labeled as Permanent Real Estate Signs for a Multifamily Residential Development and location and design standards for these signs.

(14) The location of all the proposed recreational facilities.

(15) A continuous, minimum eight-foot-wide sidewalk or trail along the subject site's entire road frontage of the west side of Morgan Boulevard. This shall complement the existing trail on the east side of Morgan Boulevard and allow for safe pedestrian travel to and from Metro and FedEx Field. A landscaped grass strip shall be provided between the trail and Morgan Boulevard as a buffer between pedestrians and motorized traffic, as well as to provide visual relief along the corridor. This sidewalk shall be within the public right-of-way or within a public use easement that is marked and labeled.

(16) The sidewalk along the entire length of Private Street B placed within a public use easement that is marked and labeled.

(17) A 14-foot concrete sidewalk along the subject site's entire frontage of Private Street C.

(18) Curb extensions (or bump-outs) at all locations agreed to by the Community Planning Division, the Urban Design Review Section, and the applicant. These locations shall include all intersections with pedestrian crossings, where feasible.

(19) A raised crosswalk at the main pedestrian crossing of Private Street C, as agreed to by the Community Planning Division, the Urban Design Review Section, and the applicant. This crosswalk shall be located at Private Street C where the eight-foot concrete sidewalk intersects with the 14-foot-wide concrete sidewalk.

(20) Six-foot-wide sidewalks along both sides of Private Street A. These sidewalks shall be placed within a public use easement that is marked and labeled.

(21) Specific unit count showing the correct number of units proposed and minimum sizes for the proposed dwelling units (one bedroom, two bedroom and three bedroom). The total number of units proposed shall match the total number of units in the parking calculations.

(22) Parking on Private Street A within 200 feet of its intersection with Garrett A. Morgan Boulevard eliminated.

c. The applicant shall submit a list of the proposed recreational facilities.

d. The applicant shall obtain written confirmation from WMATA for constructing a 14-foot-wide concrete sidewalk on WMATA's property along the subject site's entire frontage of Private Street C. Written confirmation shall also be obtained for the proposed landscaping on the berm on WMATA's property.

e. The applicant shall provide information on the current status of the planned traffic signal and improvements at the Garrett A. Morgan Boulevard/Metrorail station entrance intersection or submit a traffic signal warrant study to the Department of Public Works and Transportation and the Transportation Planning Section.

f. The TCPI shall be revised to show the 65 dBA Ldn noise contours.

g. The TCPI shall be revised and signed. The TCPII shall be revised in full conformance with the TCPI.

h. TCPII/83/04 shall be revised to include the following:

(1) The boundaries of the subject phase clearly delineated. Either delineate the area of previously dedicated land or remove from the worksheet calculations.

(2) A phased worksheet that correctly identifies all the required acreages and phases. The worksheet calculations shall be prepared as much as possible with the phases of development proposed.

(3) The standard TCPII notes.

(4) The computation worksheet reflecting changes made to the plan.

(5) The plan reviewed, signed and dated by the qualified processional who prepared the plan.

i. The applicant shall further revise the Specific Design Plan drawings to include the following changes as agreed to with the Community Planning Division staff and Urban Design Review Section:

(1) Add curb bump-outs to create additional landscaping in parking areas.

(2) Add brick panels and embellishments on exposed walls of the parking garages to make them more compatible with the residential components.

(3) Add more evergreen trees in large sizes to screen the parking garages at street level.

(4) Paint the loading doors with complementary colors to make them less visible.

(5) Add more brick on highly visible side and rear elevations that have a large percentage of vinyl siding.

(6) Use EIFS sparingly as an accent material.

(7) Provide details about materials, lighting, signs for the proposed promenades, sidewalks and trails.

(8) Provide crosswalks where appropriate subject to approval of the Department of Public Works and Transportation.

(9) Redesign the clubhouse.

2. In order to alleviate the negative impact on fire and rescue services due to the inadequate service, an automatic fire suppression system shall be provided in all new buildings proposed in this development unless the Prince George's County Fire/EMS Department determines that an alternative method of fire suppression is appropriate.

3. Prior to the issuance of building permits for residential units within the 65 dBA Ldn corridor, the building permits shall be modified to contain certification by a professional engineer with competency in acoustical analysis that the building shells have been designed to attenuate noise levels to 45 dBA Ldn or less.

4. Prior to issuance of Final Plats, the applicant shall enter into a private Recreational Facilities Agreement with the Urban Design Review Section. The private Recreational Facilities Agreement shall include the construction phasing of the various recreational facilities.

5. Prior to issuance of Final Plats, the applicant shall record public use easements for all master plan trails and sidewalks along private streets in the development. The public use easements shall be reflected on the Final Plats.