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# DETAILED SITE PLAN

# DSP-03075

Application	General Data
<b>Project Name:</b> Alta Branch, Phase 1 (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> WP East Associates, LLC 8150 Leesburg Pike, Suite 730 Vienna, VA 22182	Date Accepted: 3/22/04
	Planning Board Action Limit: Waived
	Plan Acreage: 16.42
	Zone: M-X-T
	Dwelling Units: 552 units
	Square Footage: 5,358 sq. ft.
	Planning Area: 76A
	Tier: Developed
	Council District: 9
	Municipality: NA
200-Scale Base Map: 206SE05	

Purpose of Application	Notice Dates
Applicant requests approval of the detailed site plan for the development of 540 multifamily units, 12 live/work units and 5,358 square feet of retail.	Adjoining Property Owners Previous Parties of Record 12/22/2003 Registered Associations: (CB-12-2003)
	Sign(s) Posted on Site: June 15, 2004

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

September 1, 2004

**MEMORANDUM**

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Detailed Site Plan DSP-03075  
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 residential development with a small retail component. The plan proposes 548 multifamily units, 12 live/work units, and 5,754 square feet of retail. The multifamily units are distributed over four buildings, two of which have their own structured parking garage located centrally to the building, and two of which have parking at the

first floor slab. The retail component is located at the end of one of the buildings on the site plan labeled Building A, and the live/work units are located within two of the buildings, both labeled Building C in a central area.

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	M-X-T	M-X-T
Use	Vacant	548 multifamily: One bedroom units-262 units Two bedroom units-276 units Three bedroom units-38 units 12 live/work units 5,754 square feet of retail
Acreage	16.42 acres	16.42 acres
Square footage	0	Buildings A, B and C—552,478 sq.ft. Club house—10,233 sq.ft. Retail/commercial—5,754 sq. ft.
FAR calculations	0	746,686/715,299 = 1.04 FAR

**Other Development Data**

**Parking Required**

	<b>REQUIRED SPACES</b>
1 bedroom—262 units @ 1.33 spaces/unit	349 spaces
2 bedroom—276 units @ 1.66 spaces/unit	392 spaces
3 bedroom—38 units @ 1.99 spaces/unit	76 spaces
Live/work units	
(10) 1 bedroom units @ 1.33 spaces/unit + 250 sq. ft. office	24 spaces
(2) 2 bedroom units @ 1.66 spaces/unit + 250 sq. ft. office	6 spaces
Retail/commercial space—5,754 square feet @ 1 space/150 sq. ft. for 1 <sup>st</sup> 3,000 square feet + 1 space/200 sq. ft. thereafter	34 spaces
<b>Total parking required</b>	<b>881 spaces</b>
<b>Total parking provided</b>	<b>1,010 spaces</b>

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 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).
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 allows 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.

6. **Design Features:** The detailed site plan is proposing the club house centrally located along Capital Gateway Drive, and two multifamily buildings (Buildings C) flanking both sides of the club house. These buildings are designed around a central parking garage. Two freestanding buildings with parking beneath are fronting on Capital Gateway Drive. The plan proposes a retail component of 5,754 square feet on one end of one of the buildings identified as Building A, which will be located directly across from Pod A. Live/work units are proposed around an interior parking courtyard that will be designed with special pavers. A private drive will bisect the property along the southern portion of the site that will connect both sides of Capital Gateway

Drive and provide access to the parking garages and surface parking. The plan proposes to provide a four-foot-wide sidewalk and street trees along Capital Gateway Drive.

#### 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 if the conditions relating to limiting the number of parking spaces is adopted by the Board.

- (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, along with the proposed club facilities (including fitness center, theater, conference room, and party room), 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 7 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 live/work units. The centrally located club house creates a linkage between the uses and for the creation of a pleasant experience for all users. The location of the retail component will serve the subject site and proposed development across the street. 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.

**(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 small retail component will provide for the convenience necessary for a successful functional relationship between the uses.

**(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, live/work, 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 live/work 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 apartment 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. However, as of the writing of this report, the architectural elevations are

somewhat less than 100 percent complete, so the staff has added a condition that the final plans must be reviewed and approved by the Planning Board or designee prior to signature approval. 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 street lights as were approved for 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 multifamily residential, live/work units and the retail component will be developed in a single stage.

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

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: Based on staff review, approximately 144,000 square feet of planned retail space and all of the planned 968,500 square feet of general office space has not been provided. It is important to note that the residential component (1,700 units) represents only 105 of the maximum 1,490 inbound AM peak-hour trips (or 7 percent) and 213 of the maximum 1,243 outbound PM peak-hour trips (or 17 percent), respectively. Therefore, the approval of the submitted detailed site plan would be in conformance with the requirements of the above condition.

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 beginnings 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 the 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 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 1.04 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 original submission of the detailed site plan provided for an approved stormwater management conceptual plan. Since the submission, the plans have been revised and re-sent to the reviewing agencies. During the review of the revised plans that the Department of Environmental Resources found that the plan is no longer consistent with the previous approval.

11. **Prior to certificate of approval, the applicant shall submit evidence that stormwater management on this site shall include water quality measures that treat the first-flush of stormwater runoff from paved surfaces to protect the water quality of Henson Creek.**

Comment: The staff recommends that the applicant work with the Department of Environmental Resources to obtain another stormwater management conceptual plan approval in order to address that agency's concerns, if needed, as determined by that office.

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 successors, and/or assigns shall provide adequate, private recreational facilities for each Detailed Site Plan in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*. The applicant, his heirs**

**or successors shall consider the feasibility of organizing the recreational facilities into one or more central recreational areas.**

Comment: This condition has been met in regard to the organization of the recreational facilities into one central recreational area. However, the staff does recommend a condition relating to conformance to the Parks and Recreational Facilities Guidelines.

**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: The provision of recreational facilities in one central location provides for the most convenient, safest, and least impacting alternative to recreational design for this future community. The standard procedure for determining adequate recreational facilities for projects is to determine the projected population and multiply by a predetermined standard value for facilities. The staff and applicant have agreed with the following list of facilities to be provided for the subject site:

- Club house—approximately 10,000 square feet of gross floor area with elevator containing the following:

First floor:

- Meeting room large enough to accommodate seating for 60 persons (great room)
- One-half basketball court
- 940-square-foot fitness area with equipment
- Kitchen (with a minimum of a double sink, standard-size refrigerator, dishwasher and large microwave)
- Pool facilities for pool patrons

Second floor:

- Cyber café (with mini-kitchen including single sink, small refrigerator, ice maker and espresso bar)
- Theater with entertainment facilities
- Business conference room

- 25-meter swimming pool with a minimum of capacity for 75 persons plus two lanes for lap swimming
- One-half tot lot
- One-quarter school-age lot
- Two picnic areas
- Two sitting areas

**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 Auth Way, 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.**

Comment: The proposed architectural elevations are not complete as of the writing of this report. The applicant has revised the drawings since the original submission to address the compatibility issue raised by the staff in regard to the future development proposed directly across the street from the subject site. The architecture presented to the staff and labeled on the exhibits as work in progress repeats many of the same detail features of the architecture 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, the staff recommends a number of minor modifications to the architecture in progress that should be changed prior to signature approval, as follows:

- a. 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 a precast concrete structure; the staff recommends that the plans be revised to indicate an enhancement of texture and color on the exterior finish of the parking garage.
- b. The exterior finish material should be changed in some locations to further depict the concept of large mansion-type dwelling units. This can easily be done by avoiding large expanses of vinyl siding and selecting an alternative pattern to the brick/siding of the exterior finish material.
- c. A materials board should be provided.
- d. The residential portion of the development above the retail space should be entirely brick to give a more solid quality appearance.
- e. All burnished block should be substituted with brick.
- f. Sixty percent of all facades should be 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 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: This case is the first detailed site plan with a commercial component in it since the approval of the conceptual site plan. The plans as submitted do not include signage, as the applicant has yet to determine the tenant mix for the retail development. Signage for this small amount of retail development should not generate a freestanding sign; only building-mounted signage should be allowed. Therefore, the staff recommends that there be conditions restricting the signage to only building-mounted types, that the architectural elevations should be revised to indicate the location of the signage on the elevation, and that only externally lit fixtures may be used to illuminate the signage at night. Internally lit signage should be prohibited.

**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 552 units in addition to the previous approval for a total of 1,364 units. Therefore, the staff recommends that prior to the issuance of the 388<sup>th</sup> use and occupancy permit for the project, the applicant shall submit evidence that the retail component is completed and 100 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.

- 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.

9. **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. Reservation periods last for three years and may be extended only upon the applicant's request or permission. The property is no longer in reservation. Once out of reservation, the property may be developed. 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*. However, the applicant has substituted ornamental and evergreen trees for one-half of the shade tree requirement, which is allowed, but those ornamental and evergreen trees do not have the height or stature to complement the massiveness of the architectural product proposed. The layout of plant material should be revised to further complement the site improvements and more foundation planting and attention to detail should be provided, prior to signature approval of the plans.

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 The Heights master plan and land use recommendations for the subject property. The master plan includes urban design recommendations to ensure a quality development character that enhances the site's pedestrian circulation to the Branch Avenue Metro Station. The disposition of this application will be based on the site plan's conformance to the urban design recommendations on previously approved plans for the Camp Springs Town Center.

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

A couple of the master plan recommendations should be emphasized in the review:

- (1) The pedestrian movement from the proposed development area to the Metro station is important to the design of the Town Center proposal. It should provide for efficient routes that are attractive, well lit, and safe in order to maximize use of the Metro station.
- (2) The building materials, architecture, and height of structures shall be of high quality and compatible with each other.

Comment: These issues are addressed in the plans and the conditions of approval.

- 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-03075, and Type II tree conservation plan TCPII/53/04, stamped as received by the Environmental Planning Section on June 25, 2004. The review package also contains submittals that were received in this office on April 8, 2004, and May 5, 2004. The Environmental Planning Section recommends approval of DSP-03075 and TCPII/53/04 subject to one environmental condition. This memorandum supersedes a previous memorandum from the Environmental Planning Section dated May 28, 2004.

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. 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 had different requirements than the current Woodland Conservation Ordinance. This site will continue to be reviewed under the previous ordinance.

This 14.73-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 adopted General Plan.

### **Environmental Review**

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/7/90-0,1 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 cover 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. The noise study submitted is considered adequate and therefore acceptable 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.

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

Comment: Because the exact nature of the soils is not known, DER may require a soils study prior to issuance of building permits. (See Finding g. below.)

- e. The **State Highway Administration** stated in memorandum dated April 14, 2004, that they have no objection to the proposed detailed site plan.

- f. The **Transportation Planning Section** has reviewed the above referenced detailed site plan for the proposed development and offers the following comments:

### **Background and Staff Analysis**

- (1) The portion of the Town Center at Camp Spring development that is the subject of this detailed site plan application consists of approximately 14.73 acres of land in the M-X-T Zone. The property is bounded by Capital Gateway Drive and other areas of the Town Center at Camp Spring development, known as Pods B and C.
- (2) The applicant proposes to construct 548 multifamily residential units, 12 live/work units, and a total of 5,754 gross square feet of retail.
- (3) The applicant is proposing to provide a total 1,010 parking spaces, which mostly will be constructed as structured parking. Staff believes that while the calculated required parking of 881 spaces is somewhat conservative, provision of 1,010 spaces exceeds the required amount of parking by approximately 13 percent, or 129 spaces. Considering the site's close proximity to the Branch Avenue Metro Station, the provision of this amount of on-site parking would not promote transit use by future residents, as has been envisioned by the adopted and approved Heights master plan. It is equally important to note that the transportation adequacy findings that were made at the time of conceptual site plan (CSP-01015) approval were based on the applicant's proposal for significant transit usage by all types of proposed residential development (nearly 40 percent).
- (4) In accordance with the county's Zoning Ordinance (Section 27-546(c)(4)), prior to the approval of any Detailed Site Plan in the M-X-T 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 plat of subdivision 4-90037, the adequacy finding for the approved conceptual site plan was made by the Prince George's Planning Board in 2001, and it is about three years old.
- (5) 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 plan, the applicant shall revise the submitted plan to show that no more than 1,010 parking spaces will be constructed for the proposed development. Further, the applicant shall be required to establish a program to encourage metro ridership.

g. **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:

- (1) A significant amount of domestic trash and other debris (concrete chunks/slabs, culvert pipe, plastic buckets/crates/pots/trash cans, two tires, three mattresses, and chair) were found scattered on proposed Lots 9-11 and should be removed and properly stored or discarded.
- (2) A potential purchaser submitted a Voluntary Cleanup Permit (VCP) application for this property in December 2003 with the Maryland Department of the Environment (MDE). As of June 24, 2004, the application package is still under review by MDE. Additional information is required before MDE can release a final decision concerning the site.
- (3) A site plan that identifies the types of contamination and their locations on the property must be submitted to this office for review/approval prior to final plat approval.
- (4) Copies of Phase I and Phase II Environmental Site Assessment reports and any/all other information that was submitted to MDE detailing the findings of those assessments with recommendations for any further study or remediation must be submitted to this office for review approval prior to final plat approval.

h. 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 loading spaces (12 feet x 33 feet) 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.

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-03075, and TCPII/53/04 with the following conditions:

1. 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.
2. Prior to the issuance of a grading permit, a site plan that identifies the types of contamination and their locations on the property shall be submitted to the Health Department, Division of Environmental Health, for review and approval.
3. Prior to the issuance of a grading permit, copies of Phase I and Phase II Environmental Site Assessment reports and all other information that was submitted to Maryland Department of the Environment detailing the findings of those assessments with recommendations for any further study or remediation shall be submitted to the Health Department, Division of Environmental Health, for review and approval.
4. Prior to the issuance of the building permits for Building(s) C containing the 12 live/work units, the individual use and occupancy permits for those units shall include both a residential use and an office use. Any revisions to the permits to convert from the dual uses to a single use will require a revision to the detailed site plan.
5. Three original, executed recreational facilities agreements (RFA) or similar alternative shall be submitted to the Development Review Division (DRD) for their approval three weeks prior to a submission of a grading permit. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's County, Upper Marlboro, Maryland. The RFA shall provide for the completion of all recreational facilities including the community building prior to the certificate of occupancy by the Department of Environmental Resources for any apartment building.

6. Submission to DRD of a performance bond, letter of credit, or other suitable financial guarantee, in an amount to be determined by DRD, within at least two weeks prior to applying for building permits.
7. 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. The recreational facilities shall be as follows:
  - Club house—approximately 10,000 square feet of gross floor area with elevator containing the following:
    - First floor:
      - Meeting room large enough to accommodate seating for 60 persons (great room)
      - One-half basketball court
      - 940-square-foot fitness area with equipment
      - Kitchen (with a minimum of a double sink, standard-size refrigerator, dishwasher and large microwave)
      - Pool facilities for pool patrons
    - Second floor:
      - Cyber café (with mini-kitchen including single sink, small refrigerator, ice maker and espresso bar)
      - Theater with entertainment facilities
      - Business conference room
  - 25-meter swimming pool with a minimum of capacity for 75 persons plus two lanes for lap swimming
  - One-half tot lot
  - One-quarter school-age lot
  - Two picnic areas
  - Two sitting areas
8. Prior to signature approval the applicant shall submit a revised stormwater management concept approval letter, or evidence from the Department of Environmental Resources indicating that the site plan is consistent with the previous approval.
9. Prior to certificate of occupancy by the Department of Environmental Resources for the 388<sup>th</sup> dwelling unit, the applicant shall submit evidence that the retail shell component is constructed and 50 percent leased.
10. 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 or appropriate traffic control) at the proposed entrances along Capital Gateway Drive.
11. Prior to the certification of the detailed site plan, the applicant shall revise the submitted plan to show no more than 1,010 parking spaces will be constructed for the proposed development. The applicant shall be required to establish a program to encourage Metro ridership.
12. 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 as 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.
  - d. The landscape plan shall be revised to include 50 percent more shade trees on the open space as depicted in the schedule demonstrating conformance to Section 4.1. Additional changes to the plans shall be made to complement the site features, to provide more foundation plantings, and more attention to detail shall be provided.
  - e. The loading schedule shall include the number of loading spaces required and provided for the retail uses and the dimensions for all loading spaces (12 X 33 feet) shall be shown on the site plan.
  - f. The location for all handicapped and compact parking spaces shall be shown on the site plan.
  - g. The site plan shall show depressed curbs, ramps, etc., to demonstrate that the buildings are handicap accessible.
  - h. The height in feet of all proposed buildings shall be shown on the site plan.
  - i. The plans shall be revised to show a six-foot-wide sidewalk in all areas where sidewalks are proposed perpendicular to parking spaces.
  - j. The plans shall be revised to provide clear pedestrian routes within the development from the residential units to the retail component.
  - k. The plans shall be revised to include street trees 35 feet on center and a six-foot sidewalk along the north side of Boulevard A.
13. The architectural elevations shall be revised as follows and the final plans shall be reviewed and approved by the Planning Board or designee.
- a. The architectural elevations shall be revised to vary the exterior finish material so it appears that two of the large mansion-type dwellings directly adjacent do not have the same finish.

- b. The residential portion of the structure above the retail space shall be entirely brick rather than siding to give a more solid quality appearance.
  - c. The applicant shall provide a material sample board providing all colors for review and approval by the Urban Design Section.
  - d. All burnished block shall be removed from the plans and substituted with brick.
  - e. The architectural elevation shall be completed in full as shown on the exhibit indicating the work in progress.
  - f. A minimum of 60 percent of all facades visible from Capital Gateway Drive and Boulevard A of the multifamily buildings shall be brick. Visually prominent corners of the buildings shall have brick from grade to the roofline.
14. Prior to the issuance of any sign permits for the retail use, the following conditions apply:
- a. The signage for the retail component shall be restricted to only building mounted types.
  - b. Only external fixtures may be used for illumination.
  - c. Internally lit signage shall be prohibited.