



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

Preliminary Plan 4-07010

Application	General Data
Project Name: TOWN CENTER AT CAMP SPRINGS LOTS 2-29 Location: Southwest corner of the intersection of Auth Way and Telfair Boulevard. Applicant/Address: Branch Avenue Associates, Inc. 8521 Leesburg Pike, Suite #601 Vienna, Virginia 22182 Property Owner: Metropolitan Apartments at Camp Springs, LLC.	Date Accepted: 6/18/07
	Planning Board Action Limit: 12/06/07
	Plan Acreage: 12.39
	Zone: M-X-T
	Lots: 29
	Parcels: 0
	Planning Area: 76A
	Tier: Developed
	Council District: 09
	Election District: 06
	Municipality: N/A
200-Scale Base Map: 206SE05	

Purpose of Application	Notice Dates
29 Townhouse Lots	Adjoining Property Owners Previous Parties of Record Registered Associations: 03/30/07 (CB-58-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 10/30/07

Staff Recommendation		Staff Reviewer: Tom Lockard	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Preliminary Plan of Subdivision 4-07010
Town Center at Camp Springs Lots 2-29

OVERVIEW

The subject property was previously zoned R-R and I-1 and was known as Capital Gateway Office Park. The property had a preliminary plan approved in 1990 (4-90037) and was subsequently approved and recorded as final plats of subdivision. The property was rough graded and infrastructure was placed on the site, including stormwater management, the main loop road (known as Auth Way/Capital Gateway Drive), and street trees. Sidewalks exist in some areas.

In October 2000, the District Council rezoned the property from the I-1 and R-R Zones to the M-X-T Zone. This conceptual site plan includes three pods of development separated by the loop road. The property is the subject of approved Conceptual Site Plan CSP-01015 and Detailed Site Plan DSP-02024. The subject preliminary plan is an application to create fee-simple lots for the construction of 29 additional townhouses. The applicant is also proposing additional townhouses on the townhouse section of this development (Parcels I, N and Lot 275). That portion of the property is the subject of Preliminary Plan 4-07011.

SETTING

The subject property is located on the north side of Auth Way, north of the Branch Avenue Metro Station and south of the Suitland Parkway. It is developed with a 397-unit multifamily development with a parking garage and a community building. It is surrounded by land now developing as townhouses in the M-X-T Zone. Further to the east is I-1-zoned property under the ownership of the Washington Metro Area Transit Authority that is generally undeveloped. To the south across Auth Way is vacant M-X-T-zoned land. To the west is I-3 and I-1-zoned land generally undeveloped.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject preliminary plan application and the proposed development.

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use(s)	Vacant	Townhouses
Acreage	12.39	12.39
Lots	1	30
Parcels	0	0
Dwelling Units:		
Attached	0	29
Multifamily	397	397

2. **Environmental**—A review of the available information indicates that 100-year floodplain and steep and severe slopes are found to occur on the property. The site contained gravel and borrow pits; however, a majority of the site is currently developed. The soils found to occur according to the Prince George’s County Soil Survey are in the Bibb, Falsington, and Sassafras soil series. Marlboro clay is not found to occur on this property. Suitland Parkway and the Branch Avenue Metro are considered significant noise generators that may create adverse noise impacts for the proposed use. Suitland Parkway is also a National Historic Registry site; however, the viewshed of the parkway is not an issue with this application. 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. No designated scenic or historic road is located along the frontage of this property. This property is located in the Henson Creek watershed of the Potomac River basin and in the Developed Tier as reflected in the approved General Plan.

Natural Resources Inventory

The preliminary plan application has a signed natural resources inventory (NRI/23/07) dated November 13, 2007. The NRI was revised to exclude steep and severe slopes created as a result of previous development and mining activities. Also submitted with the NRI is a copy of the approved final plat, dated July 2, 2003, which shows a revised 100-year floodplain easement. The easement is correctly shown on the NRI in accordance with the plat.

The site contains one forest stand totaling 0.36 acre and is dominated by American beech but also contains tulip poplar, red oak, red pine, and river birch. This stand has a high priority rating because it is adjacent to the 100-year floodplain.

The NRI information has been correctly reflected on the TCPI and preliminary plan.

Woodland Conservation

This property is subject to the provisions of the Prince George’s County Woodland Conservation Ordinance because the site has a previously approved Type II Tree Conservation Plan (TCPII/58/02). A revised Type I Tree Conservation Plan (TCPI/07/90-02) has been submitted. Both plans were approved under the 1989 Woodland Conservation Ordinance, in which the woodland conservation requirement was ten percent of the net tract for the entire area under the original TCPI.

The TCPI shows clearing beyond limits of disturbance in the southwest corner where there are existing severe slopes. The approved Type II tree conservation plan shows this as a preservation area. This area must also be shown as woodland preservation in order to maintain conformance with the approved TCPII. Preservation in this area will also continue to provide the necessary protection of the severe slopes and the adjacent stream valley.

Environmental Impacts

The site contains a small area of the 100-year floodplain that is included in the expanded buffer. The Subdivision Ordinance requires the preservation of the expanded stream buffer in a natural state (Section 24-130(b)(6) and (7) unless the Planning Board approves a variation request. The TCPI as submitted does not propose any impacts to the expanded buffer.

Noise

This property is located in the noise corridor for the Suitland Parkway, classified as a freeway. The 65 dBA Ldn noise contour is not shown on the current plan. A Phase I noise study, dated July 5, 2001, has been submitted. Based on the study, measurements taken approximately 600 feet from the centerline of the Suitland Parkway resulted in 60.3 and 61.8 dBA Ldn. The information submitted is outdated; however, given the fact that the proposed development is located approximately 1,400 feet from the centerline of the Suitland Parkway and is shielded from existing homes on adjacent land, traffic related noise will not be significant. No additional information regarding noise associated with the Suitland Parkway is required for this application.

This property is also in close proximity to the Branch Avenue Metro, a potential noise generator for the proposed residential use. The submitted noise study also included noise measurements associated with this Metrorail. According to the study, the 65 dBA Ldn noise contour is located approximately 600 feet from the centerline of the Metrorail tracks. Based on this location, proposed Lots 19-29 will be affected by Metro-related noise above 65 dBA Ldn.

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

A vibration study dated April 26, 2002, was also submitted. The vibration measurements were based on the passing of 12 Metrorail trains. The International Standards Organization and American National Standards Institute have a criterion of 200 micrometers per second for residential use. The vibration levels measured for the 12 Metrorail trains ranged from 0.2-11 micrometers per second, which is well below the criteria. No additional information regarding Metro-related vibration is required.

Soils

According to the Prince George's County Soils Survey, the principal soils on this site are in the Bibb, Fallsington, and Sassafras soil series, and previously contained sand and gravel pits. This information is provided for the applicant's benefit. A soils report may be required by the Prince George's County Department of Environmental Resources during the permit process review.

3. **Community Planning**—The subject property is located within the limits of The Heights and Vicinity Master Plan (2000), Planning Area 76A in the Silver Hill-Morningside community. The land use recommendation is for mixed-use residential, office and retail. The 2002 General Plan locates the property in a Center in the Developed Tier. The vision for Centers is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. The Branch Avenue Metro Station is designated a Metropolitan Center. Development of the Town Center at Camp Springs is consistent overall with the land use recommendations of the master plan and General Plan.

This site has an approved conceptual site plan. Master plan issues were identified with the earlier plans. The conceptual site plan includes a much larger area than the subject application. The approved conceptual site plan includes a mixed-use scenario with nonresidential development abutting the east side of the Metro station site (inside the loop road). The proposed subdivision is consistent with the mixed-use scenario approved by the conceptual site plan.

4. **Parks and Recreation**—The staff of the Department of Parks and Recreation (DPR) has reviewed the above-referenced preliminary plan application for conformance with the approved Heights Master Plan, current subdivision regulations, and existing conditions in the vicinity of the proposed development as they pertain to public parks and recreation facilities.

The subject property is located off of Auth Way, south of the Suitland Parkway. The property lies within the existing Town Center at Camp Springs Subdivision (4-03090) and is a proposed 29-unit townhouse addition to the existing development. Using current occupancy statistics for multifamily dwelling units, this development would result in a population of 78 residents in the new community.

According to Section 24-134 of the Subdivision Regulation, the mandatory dedication of parkland from the subject subdivision would be less than one acre. The level-of-service analyses shows that this community is in “high need” for parkland acreage and in “high need” for outdoor recreation facilities.

At the time of review and approval of Preliminary Plan 4-03090 for Town Center at Camp Springs, which surrounds the subject application, the Planning Board approved the provision of private recreational facilities on-site. In conversations with the applicant, DPR staff was informed that residents of this subdivision will be incorporated into the already established homeowner’s association for the existing Town Center at Camp Springs subdivision and will have access to their private recreation facilities, which includes a tennis court, play area, playground and clubhouse. Directly north of the overall subdivision is the Henson Creek Stream Valley Park. There is an M-NCPPC master-planned trail along the stream valley, which currently terminates at Temple Hills Road. Ultimately, this trail will serve as a pedestrian and bicycle connection to Branch Avenue from neighborhoods to the south and will extend from the Potomac River to the Branch Avenue Metro Station and points to the east. Currently there is \$490,000 in the Capital Improvements Program (CIP) for development of the Henson Creek Stream Valley trail system.

On October 29th 2007, staff met with the applicant to discuss recreational options for the subdivision. As a result of this meeting, a mutually acceptable scenario was agreed upon where the applicant will pay a fee contribution of \$29,519 in 2007 dollars (\$58,020 as a total for this subdivision and 4-07011) to the development of the adjacent Henson Creek Stream Valley Trail. This contribution value is based on the probable value of private recreational facilities on site.

5. **Trails**—Due to its proximity to the Branch Avenue Metro Station, the subject site is ideal for transit-oriented development and pedestrian connections to Metro. Prior approvals have addressed this in a number of ways. Previously approved DSP-02024 includes a sidewalk plan reflecting numerous trail and sidewalk connections for the subject property. It is recommended that these previously approved connections be incorporated into the revised preliminary plan.

The existing M-NCPPC Henson Creek Trail currently ends at Temple Hills Road. The approved Heights Master Plan recommends that this trail be extended to the vicinity of the Branch Avenue Metro in the M-NCPPC parkland. This trail will provide a major pedestrian and bicycle connection to the Branch Avenue Metro and Town Center from the communities to the south. A major trail connection was included in the previously approved DSP-02024 that will provide access to the future stream valley trail extension from the Town Center. This trail is shown on the sidewalk plan of DSP-02024 and will access the subject site at three locations. Staff recommends that the revised preliminary plan include these three connections from the previously approved DSP.

The major trail connection will run from Auth Way through Parcel A to Habersham Avenue adjacent to Lot 195. This trail should link to the subject subdivision at Lumpkin Place, Talmadge Avenue, and Habersham Avenue. It appears that the homeowners association's open space between lots 320 and 321 will have to be widened to accommodate the trail connection to Lumpkin Place. A trail connection was also approved from Habersham Avenue to Troupe Place. Again, it appears that the homeowners association's land will have to be provided between Lot 236 and Lot 237 to accommodate this connection.

The DSP also include a connection to the future stream valley trail extension and this should be at a location acceptable to the Department of Parks and Recreation. The previously approved sidewalk network is comprehensive. It is recommended that it be constructed as shown on the DSP. This network will include:

- a. A seven-foot-wide concrete sidewalk along Auth Way.
- b. Six-foot-wide concrete sidewalks on both sides of Telfair Boulevard.
- c. Five-foot-wide concrete sidewalks along both sides of Candler Place, Lanier Avenue, and Glynn Place.
- d. Six-foot-wide concrete sidewalks along both sides of Milledge Boulevard.
- e. A four-foot-wide sidewalk on the north side of Habersham Avenue and a five-foot-wide sidewalk on the south side of Habersham Avenue.
- f. Four- or five-foot-wide sidewalks along both sides of Talmadge Avenue, Effingham Place, Lumpkin Place, Troupe Place, and Lowndes Place.

The previously approved sidewalk and trail network is comprehensive and will accommodate pedestrians through the town center, as well as provide a trail connection to Metro. It is recommended that the previously approved trails and sidewalks be incorporated into the new preliminary plan.

6. **Transportation**—The Transportation Planning Section has reviewed the subdivision application referenced above. The subject property consists of approximately 12.40 acres of land in the M-X-T zone. The property is located on the south side of Suitland Parkway at the Branch Avenue Metro Station. The applicant proposes a residential subdivision of 29 townhouse units in an area that was previously planned to encompass employment uses.

The findings and recommendations outlined below are based upon a review of relevant materials and analyses conducted by the staff of the Transportation Planning Section, consistent with the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*

Growth Policy—Service Level Standards

The subject property is located within the Developed Tier, as defined in the General Plan for Prince George's County. It is also within the Branch Avenue Metropolitan Center, as defined in same. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized intersections: The *Highway Capacity Manual* procedure for unsignalized intersections is not a true test of adequacy but rather an indicator that further operational studies need to be conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

Staff Analysis of Traffic Impacts

The applicant proposes to subdivide portions of an existing recorded subdivision into a residential subdivision. The existing subdivision was approved for subdivision as Preliminary Plan 4-90037 in 1990, and it was platted as Capital Gateway.

Capital Gateway was approved at the time of preliminary plan with a trip cap. During review of the underlying conceptual site plan CSP-01015, it was determined that the proposed development is well within the established trip cap for Capital Gateway. Because the subject site is within a larger site, compliance with the trip cap will be based upon compliance with the underlying conceptual and detailed site plans, or any future modified or succeeding plans. A condition to this end will be provided in place of the trip cap condition that was included with 4-90037.

There were several other conditions which were included with Preliminary Plan 4-90037. These conditions, and their status for the subject plan, are summarized below:

Condition 7: This condition identifies several transportation improvements that were identified as necessary for the development of the property. All of these conditions are enforceable prior to building permit. It appears that most all of the required improvements are in place. Nonetheless, the subject plan should include a condition requiring that these conditions be checked prior to the issuance of any building permits within the subject property.

Condition 8: This condition sets a trip cap for the subject property, and the plan conforms to the cap. A condition will be added pursuant to the discussion earlier in this memorandum.

Condition 9: This condition requires the certain portions of the property be placed in reservation for the Branch Avenue Metrorail Station. The needed properties were placed in reservation or otherwise acquired, and the station and its facilities are constructed and operational. Further enforcement of this condition is no longer needed.

Condition 10: This condition allows the trip cap established by Condition 8 to be exceeded by establishment of a transportation demand management program. The trip cap condition described earlier will incorporate a reference to this condition as well.

Condition 11: This condition concerns a conveyance along Old Soper Road. The area of the conveyance is now owned by the Washington Metropolitan Area Transit Authority, and so the condition is no longer applicable and is not needed for this plan.

Condition 12: This condition concerns denial of access between the subject property and a number of local streets in the area. All record plats reflected this condition, and the site

plan shows no access to any of these streets. No replacement condition will be needed because none of the named streets are adjacent to the subject property.

The proposed subdivision would generate 19 and 18 peak direction trips in the morning and evening peak hours, respectively. Based on a detailed analysis provided by the applicant's traffic consultant, it has been determined that even with the inclusion of the these proposed 29 townhouse units, the available peak direction trip caps would be reduced to 570 AM trips and 262 PM trips. Therefore, the approval of this subdivision would have no additional impact on the transportation network deemed to be critical, and was reviewed as part of the original preliminary plan of subdivision for the entire site (4-90037) and the underlying conceptual site plan CSP-01015.

Transportation Staff Conclusions

Based on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application is approved conditions consistent with the above finding.

- 7. **Schools**—The Historic Preservation and Public Facilities Planning Section has reviewed this preliminary plan for impact on school facilities in accordance with Section 24-122.02 of the Subdivision Regulations and CB-30-2003 and CR-23-2003 and concluded the following.

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 7	Middle School Cluster 4	High School Cluster 4
Dwelling Units	29 DU	29 DU	29 DU
Pupil Yield Factor	.24	.06	.12
Subdivision Enrollment	6.96	1.74	3.48
Actual Enrollment	33,058	13,185	17,855
Completion Enrollment	215.76	52	104
Cumulative Enrollment	18.96	4.74	9.48
Total Enrollment	33,299.68	13,243.48	17,971.96
State-Rated Capacity	39,187	11,256	16,332
Percent Capacity	84.97	117.65	110.04

Source: Prince George's County Planning Department, M-NCPPC, January 2007

County Council bill CB-31-2003 establishes a school facilities surcharge in the amount of \$7,000 per dwelling if a building is located between I-495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings. Council bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$7,671 and \$13,151 to be paid at the time of issuance of each building permit.

The school surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes.

The Historic Preservation and Public Facilities Planning Section finds that this project meets the adequate public facilities policies for school facilities contained in Section 24-122.02, CB-30-2003 and CB-31-2003 and CR-23-2003.

8. **Fire and Rescue**—The Historic Preservation and Public Facilities Planning Section has reviewed this subdivision plan for adequacy of fire and rescue services in accordance with Section 24-122.01(d) and Section 24-122.01(e)(1)(B)-(E) of the Subdivision Ordinance.

Public Facilities staff have determined that this preliminary plan is within the required seven-minute response time for the first due fire station Morningside, Company 27, using the Seven-Minute Travel Times and Fire Station Locations Map provided by the Prince George’s County Fire Department.

Pursuant to CR-69-2006, Prince George’s County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn fire and rescue personnel staffing levels.

The Fire Chief has reported that the department has adequate equipment to meet the standards stated in CB-56-2005.

9. **Police Facilities**—The subject property is located in Police District IV. The response time standard is 10 minutes for emergency calls and 25 minutes for nonemergency calls. The times are based on a rolling average for the preceding 12 months. The preliminary plan was accepted for processing by the Planning Department on June 18, 2007.

Reporting Cycle	Previous 12-Month Cycle	Emergency Calls	Nonemergency
Acceptance Date June 18, 2007	6/06-6/07	10 minutes	17 minutes
Cycle 1	7/06-7/07		
Cycle 2	8/06-8/07		
Cycle 3	9/06-9/07		

The response time standards of 10 minutes for emergency calls and 25 minutes for nonemergency calls were met July 2, 2007.

The Police Chief has reported that the department has adequate equipment to meet the standards stated in CB-56-2005. Pursuant to CR-69-2006, Prince George’s County Council and the County Executive suspended the provisions of Section 24-122.01(e)(1)(A, B) regarding sworn police personnel staffing levels.

10. **Health Department**—The Health Department reviewed the application and had no comments.
11. **Stormwater Management**—According to The Department of Public Works and Transportation (DPW&T), Engineering Division, Stormwater Management Concept Plan 21588-2002-02 has been approved (August 28, 2003) with conditions to ensure that development of this site does not result in on-site or downstream flooding. Development must be in accordance with this approved plan.
12. **Historic Preservation**—Phase I archeological survey is not recommended on the above-referenced 12.39-acre property located at 4301 Telfair Boulevard in Camp Springs, Maryland.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property has already been graded and built upon. There are no known archeological sites or historic sites within a one-mile radius of the subject property. It is unlikely that any archeological sites will be identified on this property.

However, Section 106 review may require archeological survey for state or federal agencies. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties to include archeological sites. This review is required when state or federal monies or federal permits are required for a project.

13. **Urban Design**—The Urban Design Section has reviewed the above-referenced preliminary plan of subdivision. The plan proposes to create 28 new lots for attached dwellings from a portion of the existing multifamily building’s parking area. The lots for the end units of the attached dwellings are proposed to be 20 feet wide, with the middle units of the attached groups at 16 feet wide. The lots are proposed to be 56 to 60 feet long. The plan as originally submitted showed several parallel rows of townhouses running perpendicular to Hartfield Avenue. This lotting pattern provided very little space for utility easements, exposed all of the alleys to views from Hartfield Avenue and the multifamily building, and created potential traffic issues where the driveway leading to the multifamily parking garage intersected the driveway leading to the surface parking areas and alleys.

The revised plans submitted by the applicant show one group of seven attached units facing northeast across Telfair Boulevard, and the remaining 21 units in a row of three groups facing southeast across two rows of perpendicular parking spaces toward the multifamily building. All of these units are rear-loaded attached houses with garages facing rear alleys that run behind the units.

The orientation of Lots 2-8 facing onto Telfair Boulevard creates a positive streetscape along that road, which is the main entrance into the development. Similarly, the lots facing the multifamily building help to create a street-like environment that is much more attractive than the existing expanse of parking area. The alley behind the 21 southeast-facing units is appropriately located and screened from public view by existing and proposed attached houses on both sides. However, the Urban Design Section is concerned with the visibility of the alley serving the seven units on Telfair Boulevard, which is largely exposed to view from the southeast. The rear driveways behind Lots 2-4 are particularly visible. This degrades the quality of the environment in front of the other 21 lots and impacts the view from the multifamily building. It would be desirable to screen this alleyway from public view, but this does not seem feasible due to the orientation of the lots and the space constraints on the site. Therefore, the Urban Design Section recommends that proposed Lots 2-4 should be removed from the plan. This would allow that area to be devoted to a small green space.

The parking calculations show that each townhouse has two dedicated parking spaces arranged in tandem—one in the garage and one in the rear driveway that accesses the garage. The rears of the houses shown on the preliminary plan are set back approximately 12 feet from the alley right-of-way; the garage entrances are shown recessed into the unit, allowing the rear driveways to be 19 feet in length. Driveways generally should allow 20 feet of length to comfortably accommodate most vehicles without part of the vehicle overhanging into the alley. There is no sidewalk proposed in the alley, so the driveway parking will not impede a designated pedestrian route. As the rear alleys only serve the townhouses, all of which have front entrances, pedestrian usage of the alley should be minimal.

As noted above, the plan shows perpendicular parking spaces in front of the 21 attached units that face the multifamily building. Some of these spaces are required for the multifamily building, while others are required for the townhouses. The plan shows these parking spaces divided into three groups, including 14 standard-sized spaces and 24 compact spaces. Ten additional compact spaces are shown to the southwest of the townhouses. Although the parking ratio for the entire site may be adequate, in the area around the townhouses the ratio of compact spaces to standard spaces is excessive. In particular, the compact spaces are concentrated toward one end of the townhouses. The Urban Design Section recommends that at the time of detailed site plan the number of compact spaces should be reduced and that more standard spaces should be provided on the southwest side of the townhouses.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. The applicant shall pay the mutually agreed upon contribution of \$29,519 to M-NCPPC toward the planning and/or construction of the Henson Creek Stream Valley master-planned trail. In the event that the contribution is not paid within one year of the approval of this Planning Board resolution, the contribution value shall be adjusted annually based on the Consumer Price Index (CPI).
2. The applicant shall provide evidence of the payment to M-NCPPC prior to the approval of the final plat.
3. In conformance with the approved Heights Master Plan, and prior approvals for CSP-01015 and DSP-02024 (including the approved sidewalk plan), the applicant and the applicant's heirs, successors, and/or assignees shall provide the following:
 - a. Construct the eight-foot-wide trail from Auth Way to Habersham Avenue, as reflected on the previously approved sidewalk plan. This trail should have six-foot-wide feeder trails linking to Lumpkin Place and Talmadge Avenue (see Condition 4, CSP-01015 and the sidewalk plan for DSP-02024).
 - b. The sidewalk within Auth Way shall be seven feet wide with brick paver edge details, and the planting strip shall be five feet wide, subject to the review and approval by the Department of Public Works and Transportation (Condition 11a, DSP-02024)
 - c. A six-foot-wide sidewalk shall be constructed along both sides of Telfair Boulevard (sidewalk plan, DSP-02024).
 - d. Five-foot-wide concrete sidewalks shall be constructed along both sides of Candler Place, Lanier Avenue, and Glynn Place (sidewalk plan, DSP-02024).
 - e. A six-foot-wide sidewalk shall be constructed along both sides of Milledge Boulevard from Auth Way to Lanier Avenue in the same design as the sidewalk within Auth Way. A five-foot-wide sidewalk shall be constructed on at least one side, with a four-foot wide sidewalk on the other side, of all secondary streets. Four-foot-wide sidewalks shall be provided along both sides of tertiary streets (Condition 8, DSP-02024).

3. Development of this subdivision shall be in compliance with an approved Type I Tree Conservation Plan (TCPI/007/90-02). The following notes shall be placed on the final plat of subdivision:

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/007/90-02), or as modified by the Type II tree conservation plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved tree conservation plan and will make the owner subject to mitigation under the Woodland Conservation Ordinance. This property is subject to the notification provisions of CB-60-2005. Copies of all approved tree conservation plans for the subject property are available in the offices of The Maryland-National Capital Park and Planning Commission.”

4. At the time of the final plat, a conservation easement shall be described by bearings and distances. The conservation easement shall contain the expanded stream buffer and the adjacent preservation areas and shall be reviewed by the Environmental Planning Section prior to approval of the final plat. The following note shall be placed on the plat:

“Conservation easements described on this plat are areas where the installation of structures and roads and the removal of vegetation are prohibited without prior written consent from the M-NCPPC Planning Director or designee. The removal of hazardous trees, limbs, branches, or trunks is allowed.”

5. At the time of the detailed site plan, the DSP and TCPII shall be revised to show the location of the noise attenuation fence in the rear outdoor activity areas of the proposed lots and provide a detail for its construction, or add the following note to all sheets where fences appear:

“All fences shown as noise attenuation fences shall be constructed of solid wood with no gaps or openings.”

6. Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permit containing the residential unit stating that the building shell of the subject structure has been designed to reduce interior noise levels to 45 dBA (Ldn) or less.
7. At the time of the detailed site plan approval, a Type II tree conservation plan shall be approved.
8. Development of this site shall be in conformance with Stormwater Management Concept Plan 16466-2007 and any subsequent revisions.
9. Prior to the approval of a detailed site plan for these lots, each lot shall demonstrate that its rear driveway provides at least 20 feet of length between the alley right-of-way and the garage door to allow for vehicle parking without obstructing the alley.
10. Prior to signature approval of the preliminary plan, the three lots on the southeastern end of the proposed attached group fronting on Telfair Boulevard shall be removed from the plan.
11. Prior to the approval of a detailed site plan for these lots, the number of compact spaces within the parking areas adjacent to the townhouses (not including the spaces provided in garages and unit driveways) shall be reduced to no more than one third of the number of standard spaces provided within these parking areas.

12. Total development within the subject property shall be limited by the existing approved site plans CSP-01015, DSP-02023, DSP-02024, and DSP-05051. Any modifications to these plans or succeeding plans shall be determined to be consistent with the overall trip cap for the Capital Gateway site described in Conditions 8 and 10 of PGCPB Resolution No. 90-253 approving Preliminary Plan of Subdivision 4-90037.
13. The improvements described in Condition 7 of PGCPB Resolution No. 90-253 shall be verified to be complete prior to the issuance of any building permit within the subject property.

STAFF RECOMMENDS APPROVAL OF THE TYPE I TREE CONSERVATION PAN, TCPI/007/90-02.