

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Detailed Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on June 19, 2008 regarding Detailed Site Plan DSP-07074 for Town Center of Camp Springs – Archstone Smith, the Planning Board finds:

1. **Request:** The subject application proposes a mixed-use development with 801 multifamily units in two buildings and 65,359 square feet of retail in six buildings on three proposed parcels of land.
2. **Development Summary:**

	EXISTING	PROPOSED
Zone	M-X-T	M-X-T
Use	Vacant	801 multifamily: One bedroom units-342 units Two bedroom units-298 units Three bedroom units-161 units 65,359 square feet of retail
Acreage	19.37	19.37
Square footage	0	Phase II, West Building -537,536 Phase I, East Building - 582,766 Retail buildings: #100-- 11,080 #200--- 8,300 #300-- 10,535 #400--- 6,055 #500-- 19,030 #600-- 10,359 Total: 1,185,661
FAR calculations Floor Area Ratio (FAR) Based on 4,367,761 square feet of net tract area in the M-X-T Zone (per CSP-01015)	DSP-02023- 475,790 DSP-02024- 1,173,925 DSP-05051- 873,596	.85 FAR

Other Development Data:

Residential Parking Required —East Building(s) Phase I	416 units
1 bedroom—180 units @ 1.33 spaces/unit	239.4 spaces
2 bedroom—155 units @ 1.66 spaces/unit	257.3 spaces
3 bedroom—81 units @ 1.99 spaces/unit	161.2 spaces
Leasing office(s) Parking Required	
Phase I – East building(s) 4,104	14 spaces
REQUIRED SPACES	672 spaces
Spaces Proposed	738 spaces
Residential Parking Required – West Building(s) Phase II	385 units
1 bedroom—162 units @ 1.33 spaces/unit	215.5 spaces
2 bedroom—143 units @ 1.66 spaces/unit	237.4 spaces
3 bedroom—80 units @ 1.99 spaces/unit	159.2 spaces
Leasing office(s) Parking Required	
Phase II – West buildings 3,874	10 spaces
REQUIRED SPACES	623 spaces
Spaces Proposed	656 spaces
Retail Parking Required —Building(s) 1-6 Phase III	
Retail buildings:	
Integrated Shopping center rate	
1 space per 250 sq ft. of retail	*262 spaces
Spaces Proposed	291 spaces

*Number of parking spaces subject to change based upon final retail square footage.

3. **Location:** The subject site is located directly north of the Branch Avenue Metro Station on Capital Gateway Drive/Auth Way. The site is located within Planning Area 76A.
4. **Surroundings and Use:** The property is configured on two sides by Capital Gateway Drive/Auth Way, which forms a semicircle around the Alta Branch (aka Chelsea West) property to the north. The site has approximately 585 linear feet of frontage on the east side of Capital Gateway Drive/Auth Way and approximately 631 linear feet of frontage on the west side of Capital Gateway Drive/Auth Way. The entire south side of the property, approximately 1300 linear feet; is adjacent to the Branch Avenue Metro:

North The property is bounded on the north by a multifamily project currently under construction, known as Alta Branch (aka Chelsea West) Phase I.

West To the west across Capital Gateway Drive/Auth Way is a multifamily structure and 329 townhouses comprising a development known as Metropolitan and previously known as the Town Center at Camp Springs, Phases 1A and 1B. The majority of that project, approximately 90 percent, is built-out and units are being rented (multifamily) and sold (townhouses).

East The property is bounded on the east by the right-of-way of Capital Gateway Drive/Auth Way. Across the street to the northeast is industrially zoned land in the I-1 Zone currently the location of the WMATA yard facilities. The land directly to the east of the subject property is also zoned M-X-T, is part of the land area included in the conceptual site plan and is part of the Town Center at Camp Springs known as Pod C, as identified on the approved conceptual site plan.

South The property to the south is the Branch Avenue Metro station.

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 4-90037 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 (Capital Gateway Drive/Auth Way) with street trees and sidewalks. Subsequently, The Washington Metropolitan Area Transit Authority (WMATA) acquired a portion of the land for the terminus of the Green Line, which is the Branch Avenue Metro Station.

In October 2000, the District Council rezoned the property from the I-1 and R-R Zones to the M-X-T Zone. The Conceptual Site Plan (CSP-01015) was reviewed and approved by the Planning Board on June 28, 2001. The conceptual site plan indicated office/residential as the primary use of Pod B and also allowed for a retail component (Pod B is the area of the subject site). Access points were also approved on the conceptual site plan. A central green area was shown on the conceptual site plan within Pod B, which was conceptually shown as a possible connection to the Metro Station.

On June 27, 2002, the Prince George's County Planning Board approved Detailed Site Plan DSP-02023 for Town Center at Camp Springs, Phase 1A, as stated in PGCPB No. 02-146, and Detailed Site Plan DSP-02024 for Town Center at Camp Springs, Phase 1B, as stated in PGCPB No. 02-147. These residential projects completed the development of Pod A as identified on the Conceptual Site Plan, CSP-01015.

On September 9, 2004 the Planning Board approved a Detailed Site Plan DSP-03075 for Alta Branch located directly north of the subject property. On March 14, 2005, the District Council disapproved DSP-03075. Subsequently, Detailed Site Plan DSP-05051 for development of the same property Alta Branch, was reviewed and approved by the Planning Board and Phase I of the project is currently under construction.

6. **Design Features:** The subject property is divided among three parts, two of which encompass the multifamily component with the remaining portion proposed as the retail component of the site.

The application proposes the following subdivision:

Parcel D	5.84 acres-multifamily	Phase II	West Building
Parcel E	7.37 acres-multifamily	Phase I	East Building
Parcel F	6.16 acres-retail	Phase III	Six Buildings

There is no integration of the retail and residential from a vertical mixed-use standpoint. The multifamily units are located in two four to six story buildings, which are designed around two six to seven-level parking garages located centrally to each of the buildings.

The third parcel for development proposes six retail buildings designed around a central parking compound on the east side of the development. The retail development is oriented toward the street which will be enhanced with wide sidewalks with street tree planting. At the corner of Telfair Boulevard and Capital Gateway Drive/Auth Road is a proposed 57-foot-tall clock tower and plaza, which will provide a landmark structure at that intersection.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The proposed mixed-use development is a permitted use in the M-X-T Zone. The detailed 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, and limited employment and shopping opportunities for the citizens of the county within walking distance of the Metro because the development provides for 801 multifamily units and a 65,359-square-foot retail shopping center. Staff felt that increased employment opportunities could be provided with an additional office component on property closer to the Metro station; however, the Planning Board is satisfied with the provision of retail on the site and the ability for the remainder of Pod C to be developed with commercial uses.

- (2) **might otherwise become scattered throughout and outside the county, to its detriment;**

The Planning Board finds that the development of the property located within the vicinity of the Branch Avenue Metro Station maximizes the public investment and the private development potential of the subject property. The Planning Board disagrees with staff's opinion that proposed Parcel F does not maximize the private development on the site with single-story, single use, retail buildings and an expansive surface parking compound. The Planning Board does not agree with staff that the retail development on proposed Parcel F be expanded to include at least one story of office above the retail uses proposed.

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

The site is located in close proximity to the Branch Avenue Metro Station and the major vehicular interchange of I-95/495 and MD 5. Through an improved pedestrian system, as recommended in the conditions of approval, the proposed mixed use development will promote the effective and optimum use of transit.

(4) To facilitate and encourage a twenty-four hour environment to ensure continued 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 mix of residential and retail uses. The residential units will generate activity on the site from 6:00 a.m.–10:00 p.m. The retail component is expected to generate activity all day; with uses open from 10:00 a.m. until 9:00–10:00 p.m.

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

Staff felt that the plan proposes a clear horizontal separation of uses. The residential is proposed on Parcels D and E and the retail component is proposed on Parcel F. Staff found that building bulk and scale does not relate to each other and the proposed uses do not visually blend together. The staff recommendation of adding a second story to the retail, as well as the added pedestrian system elements, might result in a harmonious blending of uses. The Planning Board disagrees with the staff and finds that the project as designed will add to the blend of uses existing and proposed. The open space, plazas, and lined park all help to enliven the area in a cohesive way.

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

Staff felt the visual character of different parts of the development should relate to one another through a consistent approach to the architectural design of the buildings. The retail component will be conveniently located as is necessary to create a successful functional relationship between the uses. The proposed landscaping, signage, seating,

sidewalks, and architectural design of the buildings should blend with the residential improvements. The rear elevations of the retail development should be improved to look less like the rear of buildings. Ideally, these buildings would be double faced with facades on the interior having as much attention to detail as the fronts. However, the Planning Board does not adopt the recommended condition of the staff, and instead finds that the rear elevations of the building are sufficiently designed in regard to the attention to detail.

(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;

Staff felt the horizontal mixed use of the subject property does not promote efficiency and economies of scale to the degree that might be expected on a site immediately adjacent to Metro. This proposal does take advantage of existing transportation facilities such as the Metro by proposing a pedestrian link to the Branch Avenue Metro Station to capture probably demand for transit from the residential and retail uses. Optimum land planning would probably include other uses above the retail buildings. However, the Planning Board finds that the proposed design and mix of uses is appropriate for the site.

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

This proposal takes advantage of the provision of the residential component to provide quality housing in response to the housing demands of the current market. The applicant provided the following in the supplemental justification statement dated May 13, 2008:

“Archstone has an excellent history of understanding its target audience, well-educated 24–36 year olds, and believes the proposed community will attract them to Camp Springs. Additionally, the retail component is important to the success of a viable community and the future strength of Camp Springs. The current retail design is intended to encourage flexibility among retail tenants. Typically, retail tenants, especially national and regional retail tenants, have very specific dimensional space requirements. In order to address the needs of future residents, minimal variations in the retail design and dimensions may be needed. Archstone is requesting that as long as the character of the design and the minimum proposed retail square footage is respected, that Planning Staff be able to approve such minor deviations in the future.”

Any proposed revisions to the DSP for the purpose of changing the footprint of a building, the exterior elevations to accommodate new tenants, or any other changes would be evaluated on the basis of the normal Zoning Ordinance criteria that determine eligibility for a Director-level or a Planning Board review.

(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 blend with the architectural elevations of the adjacent to the north development. The use of superior design and quality building materials will result in an overall architectural design that should exemplify excellence in physical, social, and economic planning.

- b. The proposed development has an outward orientation, which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed development is integrated visually with the surrounding architectural design of the buildings directly across Capital Gateway Drive/Auth Way and the buildings across Telfair Boulevard. The subject application could be better visually integrated with existing development along Telfair Boulevard by revising the first floor elevations to create similar treatments to the facade approved in the project north of Telfair Boulevard. The staff recommends that the streetscape be treated similarly through the use of the same sidewalk design on the northwest side of the development, (any deviation on the southeast side should be in the same color family) and streetlights as were approved for development currently under construction on DSP-02023, DSP-02024 and DSP-05051. 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;**

The Planning Board finds that the revised conditions would accomplish the goal of providing a compatible development with existing and proposed development in the area.

As noted above in Finding No. 4, surrounding properties to the north, east and west include M-X-T zoned land, with multi-family dwelling units, both existing and proposed, as well as planned retail.

- 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 Planning Board finds that the proposed development will create a diverse mix of uses constituting an independent environment of continuing quality and stability. 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 will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability. The rear of the retail buildings should be as visually attractive in architectural design as the fronts.

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

The applicant's proposed phasing plan is described below:

Phase I 416 units-East Building.
Phase II 385 units-West Building. and Clock Tower/Amphitheater
Phase III 65,359 retail square footage

If the project had been proposed as a vertical mixed use, the development of the retail component would have been intrinsically designed as part of the development. The applicant's proposal to phase in the retail component at the end of the project could result in the residential component being completed in its entirety without any progress on the retail portion of the project. Therefore, in an effort to remain somewhat consistent with the Planning Board's action on other cases in the vicinity of the subject site including Alta Branch and Tribeca, the following phasing schedule was recommended by the staff:

Phase I should include a portion of the retail development and staff recommended the following: Prior to issuance of the 333rd certificate of occupancy within Phase I, the applicant should submit evidence that 25 percent of the retail shell component within Phase III is constructed and leased.

Phase II should include an additional amount of retail development and staff recommended the following:

Prior to issuance of the 308th certificate of occupancy within Phase II, the applicant should submit evidence that 50 percent of the retail shell component within Phase III is constructed and leased. Further, the Clock Tower and Amphitheater shall be constructed and the entire Linear Park shall be completed.

PHASE III should create a retail phasing plan for review by the Planning Board or its designee for the development of Phase III, including two interim plans that will depict the first and second retail phases of the development oriented toward Capital Gateway Drive/Auth Way.

The Planning Board disagrees with the staff's recommendation and, alternatively, requires the applicant to report back to the Planning Board regarding its progress on marketing the retail parcel. The Planning Board accepts the applicant's proffer to provide interim parks shown on the applicant's exhibits for the undeveloped parcels as the construction proceeds so that large unsightly spaces are not left unimproved for long periods of time.

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

Comment: A comprehensive vehicular and pedestrian system has been provided around the subject site to encourage pedestrian activity within and to the Metro station. Numerous conditions of the Conceptual Site Plan CSP-01015 address the pedestrian facilities and are discussed in Finding Number Nine below.

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, as stated below:

- a. Maximum floor area (FAR):

- (1) Without the use of the optional method of development –0.40 FAR; and
- (2) With the use of the optional method of development —8.0 FAR.

Comment: Section 27-548(a) limits the development within the M-X-T Zone to a maximum floor area ratio (FAR) of 0.40, unless an applicant proposes use of a specified optional method of development, which would increase it to a maximum of 8.00. A residential component within the developed awards 1.0 additional floor area ratio. Section 27-548(e) also indicates that the floor area ratio shall be applied to the property that is the subject of the conceptual site plan. The following chart lists all development within the Town Center at Camp Springs development for calculating floor area ratio:

DSP	Development Quantity	Status
DSP-02023	475,790 sq. ft.	Built
DSP-02024	1,173,925 sq. ft.	Built
DSP-05051	873,596 sq. ft.	Under construction
DSP-07074	1,185,661 sq. ft.	This plan
Total	3,708,972 sq. ft.	

The floor area ratio, including all approved and pending development on the 100.27 acre Town Center at Camp Springs Conceptual Site Plan CSP-01015, is reflected in the chart above, and totals 0.85.

9. **Conformance to the 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.**
- 2. Total development within the subject property under Phase II shall be limited to 2,500 residences, of which no fewer than 250 shall be senior housing residences, 150,000 square feet of retail space, and 2,700,000 square feet of general office space. Development under Phase II must be preceded by a traffic study. This future traffic study must either (a) demonstrate compliance with the trip cap under the provisions of Condition 10 of the resolution approving Preliminary Plan 4-90037 or by other means resulting from the proximity of the development to Metrorail; or (b) seek to expand the trip cap through the expansion of allowable roadway capacity in the area by filing a Preliminary Plat.**
- 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.**
 - b. The siting of proposed buildings in Phase II closer to the Metrorail station, and siting parking facilities farther away.**
 - c. The placement of building entrances closer to rather than farther from the pedestrian network.**
 - d. The concept of a central pedestrian link through the semicircle to the station shall be retained on all future plans.**

The applicant is proposing several internal walkways, a linear park, and sidewalks along both sides of most roads. Staff recommends that the following revisions be made to the detailed site plan to more effectively accommodate pedestrian movement through the site and to the adjacent Metro station:

- Provide six-foot-wide sidewalks along both sides of Retail Boulevard
- Provide six-foot-wide sidewalks along both sides of Residential Boulevard
- Provide sidewalks with appropriate crosswalks and/or traffic calming along both sides of the loading area between Parking Deck West and Parking Deck East. These

improvements will accommodate pedestrians through this stretch of Residential Boulevard where there will be vehicular traffic and some loading and on-loading.

- Provide crosswalk details for the proposed trail crossing of Auth Way where the linear walkway links to the eight-foot-wide pathway approved on DSP-02024.

CSP-01015 Condition 3d (PGCPB No. 01-120) required a central pedestrian link through the semicircle to the Metro Station. This connection is being revised through the subject site to include two sidewalk corridors along Retail and Residential Boulevards. Staff supports this revision with the above modifications. In keeping with the intent of this recommendation for a direct pedestrian connection to Metro, staff also recommends that design drawings be submitted prior to certificate approval, demonstrating how the direct pedestrian connection through the semicircle of Auth Way will be made from the subject site to the adjacent Metro property. This connection may necessitate either ramps or stairs due to the steep topography. Although this connection will not be constructed until the redevelopment of the Metro site, the design plans should demonstrate the future viability of this connection.

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: For clarification, at the time of the crafting of the condition above, it was thought that Phase One of the development would be comprised of the land area within Pod A and that Phase Two of the development would be comprised of a portion of the land area in Pod B and Pod C. However, through the review of the trip generation over the development of the entire M-X-T Zone, the limits of Phase I and II have become obscured in relation to the geographic land areas. The subject plan is proposing 0.85 floor area ratio based on the net lot area of the entire net tract area (100.27 acres of land). This is very close to the minimum ratio established in the conceptual site plan for development within Phase I and Phase II as defined by Condition 1 and 2 of CSP-01015 above.

7. **A revised TCPII shall be submitted as part of each detailed site plan application.**

Comment: This condition has been addressed. A revised TCPII has been submitted.

9. Prior to approval of a detailed site plan a wetlands study and all applicable permits shall be submitted to the Environmental Planning Section.

Comment: There are no wetlands on the subject site. A wetlands study is not needed for this review.

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: A copy of the stormwater management concept approval letter and plan were submitted with the application. Stormwater from the site will be conveyed to two existing water quality ponds adjacent to the site. A fee payment will be required in lieu of on-site stormwater management. No additional information is required with regard to stormwater management.

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: According to the stormwater management concept approval letter, all runoff from this site will be conveyed to adjacent water quality facilities where the runoff will be treated prior to entering the stream system. No additional information is required with regard to stormwater management.

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 addressed. A Phase I noise study has been submitted. The results show that the proposed development is not within any areas impacted by noise levels above 65 dBA Ldn; therefore, noise mitigation is not required.

A vibration analysis for the nearby metro tracts was not included in the package; however, staff has referred to a vibration study conducted by Polysonics for the adjacent site that has roughly the same distance from the metro tracks as the subject site. According to the study, dated April 26, 2002, the vibration measurements ranging from 0.2-11 micrometers per second were well below the ISO standard of 200 micrometers per second. Mitigation for vibration impacts is not required. No additional information regarding noise or metro related vibration is required.

- 14. The applicant and the applicant's heirs, successors, and/or assignees shall provide adequate, private recreational facilities for each in accordance with the standards outlined in the *Park and Recreation Facilities Guidelines*. The applicant and the applicant's heirs, successors, and/or assignees shall consider the feasibility of organizing the recreational facilities into one or more central recreational areas.**
- 15. The private recreational facilities shall be reviewed by the Urban Design Review Section of the Development Review Division (DRD) for adequacy and property siting, prior to approval of the detailed site plan by the Planning Board.**

Comment: The applicant has provided a full package of recreational facilities as proposed. A list of the proposed facilities and amenities includes at a minimum:

PHASE I-East Building

Indoor Recreational Facilities

- A private 7,000-square-foot club house on two floors containing, at a minimum, a 2,000-square-foot fitness room with cardiovascular and weight equipment, a private studio for yoga or other class situations, and a kitchenette. A 500-square-foot pool facility (bathrooms and changing areas) is located off the lobby area and provides for residents using the outdoor pools.

Mondrian-Style Pool Courtyard

- Swimming pool with 2,100 square feet of water area and a lap lane (irregularly shaped, fits within 30' x 80' footprint)
- Small pavilion (31' square) with two 15-foot-long bar-top tables and seating for 25 on barstools, couches, and chairs.
- Double-sided fireplace (2' deep, 3'-4" wide, with hearth 18" deep on all sides)
- Kitchenette with stainless steel sink, under-the-counter refrigerator, and 12' of countertop space
- Large water fountain area (8' x 12')
- Large sitting area with one couch, eight lounge chairs, and two side tables
- Firepit (5' x 11')
- Group picnic area with two barbecue grills and five picnic tables

Outdoor Recreational Facilities along Telfair Boulevard (private road) - between Residential Boulevard and Retail Boulevard

- Three small sitting areas (two of the areas are 300 square feet with three benches; the other area is 300 square feet with four benches).
- Large water fountain area (10' x 27')
- Five additional six-foot-long benches

Blossom Courtyard

- Glass greenhouse (15' x 15')
- Medium water fountain area (round, 12' diameter)

Water Courtyard

- Group picnic area with two barbecue grills and two tables
- Large firepit (round, 11' diameter)
- Two small firepits (both 6' x 6')
- Four hanging pot water features
- One additional barbecue grill

Portion of the Linear Park

- Eight-foot-wide trail (540' linear feet)
- Cubed/climbing node (consisting of approximately 15 blocks, each 2' x 2' with varying heights)
- 2,400 square feet lot with sitting area and two picnic tables (Play Sense Design No.301N - Ages 5-12 or similar); 300 square feet area with two benches
- Two additional six-foot-long benches

Outdoor Recreational Facilities along Residential Boulevard (private road) - east side

- Large sitting area (2,000 square feet with six benches)
- Eight small water features (6' x 6' bubbling fountains)

Outdoor Recreational Facilities along Retail Boulevard (private road) - west side

- Large sitting area (600 square feet with six benches)

- Two large water feature areas (each is a 30' x 8' bubbling fountain areas)
- Trellised walkway (two 45-foot-long trellises)
- Small sitting area (200 square feet with two benches)
- Four additional six-foot-long benches

PHASE II –West Building

Indoor Recreational Facilities

- A private 6,000-square-foot club house on two floors containing, at a minimum, a 2,000-square-foot fitness room with cardiovascular and weight equipment, private studio for yoga or other class situations and a kitchenette, and 500 square feet of pool facilities (bathrooms and changing areas).

Resort-Style Pool Courtyard

- Swimming pool with 2,400 square feet of water area (irregularly-shaped, fits within 25' x 120' footprint)
- 3,100-square-foot pool deck
- Group picnic area with two barbecue grills and three picnic benches
- Four-sided fireplace (8'-6" x 8'-6", with 18"-deep hearth on all sides)
- Large sitting area with two couches and ten lounge chairs
- One additional barbecue grill
- Two additional picnic tables

Outdoor Recreational Facilities along Telfair Boulevard (private road) - west of Residential Boulevard

- Large sitting area (4,000 square feet with six benches)
- Six additional six-foot-long benches

Zen Courtyard

- Meandering stream with boulders (215' long with varying width of 19" to 6'; one end terminates in a 9'-diameter fountain area and the other end terminates in a 13'-diameter fountain area)
- Two 20-foot-long wooden pedestrian bridges over meandering stream

Fireplace Courtyard

- Large sitting area (615 square feet with one couch, eight lounge chairs, and two coffee tables)
- Double-sided fireplace (5'-6" x 12' with oval hearth of maximum depth 2'-6")
- Human-sized checker/chessboard (20' x 20')
- Five additional six-foot-long benches
- Six additional picnic tables

Portion of the Linear Park

- Eight-foot-wide trail (385' long)
- Large sitting area (3,500 square feet with six benches)
- Two kiosks (4' wide x 7' high)
- Competition node/large sitting area (625 square feet with four checker/chessboard tables with chairs)
- Tai Chi node (24' x 24', with raised meditation platform)
- Six additional six-foot-long benches
- One picnic table

Outdoor Recreational Facilities along Auth Way (private road) - west side of Residential Boulevard

- Six-foot-long benches

Outdoor Recreational Facilities along Residential Boulevard (private road) - west side

- Large sitting area (940 square feet with six benches)
- Five additional six-foot-long benches

Clock Tower (physically shown in Phase III on plans but developed with Phase II)

- 9' x 9' x 57' clock tower with open base to allow for pedestrian travel

Amphitheater (physically shown in Phase III on plans but developed with Phase II)

- 30' x 6' performance area

- Sunken seating area for 90 viewers
- The open base of the Clock Tower serves as a backstage area
- Central lawn (17' x 36')
- Ten additional six-foot-long benches

PHASE III -Amenities

Court between Retail Buildings 100 & 200

- Large sitting area (3,900 square feet with four benches)
- Medium water fountain area (round, 16' diameter)

Court between Retail Buildings 500 & 600

- Large sitting area (1,300 square feet with four benches)
- Medium water fountain area (round, 18' diameter)

26 additional six-foot-long benches are distributed around Phase III

Additional Features not Listed Above

- Three bicycle racks will be provided in each of the three phases

Comment: The staff recommends a condition relating to conformance to the *Park and Recreation Facilities Guidelines*. Also, timing conditions are included in the recommendation section of this report.

- 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/Auth Way, 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: The plans demonstrate an eight-foot-wide concrete sidewalk approximately ten feet from the face of the curb. Based on the limited amount of space in the right-of-way of Capital Gateway Drive/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/Auth Way and the property to the north of the subject site. However, after inspection of the project to the west, it appears that the sidewalk was placed approximately three feet from the back of the curb. It is likely that a public utility for easement will be required adjacent to the right-of-way. Therefore, staff believes that the best option is to reduce the eight-foot sidewalk to seven and plant street trees in an open planting strip behind the curb along both frontages of Capital Gateway Drive/Auth Way.

- 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 in poor health and are showing signs of decline. The staff also recommends that the medians be planted as well; subject to approval by the Department of Public Works and Transportation (DPW&T).

- 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 architectural elevations demonstrate quality materials and will be compatible with each other. The architecture will create a harmonious theme to the overall development by employing attractive design elements, exterior finish materials, massing, articulation, and window fenestration. However, staff recommends a number of

minor modifications to the residential architectural elevations that should be changed prior to signature approval, as follows:

- The parking garages will not be visible from Capital Gateway Drive/Auth Way if both Phases of the residential component are ultimately developed. The exterior finish material of the garage where it is visible from an exterior roadway or within the development should be attractive. The plans currently indicate a painted precast concrete panel system; staff recommends that the plans be revised to indicate an enhancement of texture and color on the exterior finish of the parking garage; brick facing is most appropriate.
- The parking garages indicate a vegetative green screen along the face of the garage which is only viewed from within the development. The screen is shown to be forest green; this should be changed to black, because it will blend into the surrounding materials better than a green colored screen. Depending on the type of vegetation that is selected to grow up the screen, the colors of the plant material will change with the season. Visual studies have shown that black fencing and screen walls will recede from the forefront of the visual composition, whereas green tends to stand out. The plant materials should be specified on the plans.
- The use of first floor balconies where visible from streets and public areas. Residents using their balconies should be able to consider them a semi-private space. The applicant requested, and the Planning Board agrees that, except for Residential Boulevard and where ground-floor balconies are at least eight feet above the grade of the adjacent sidewalk, sidewalks will be at least 12 feet away from any ground-floor balconies and that landscaping be added to provide buffering.
- The architectural elevations should be revised so that corners of the buildings would have brick from grade to the roofline, since every corner is highly visible. Thin strips of siding located on the perimeter facades should be replaced with brick in locations agreed upon by applicant and staff.

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 substantially fulfilled in that the proposed height of the residential structures is four-and-one-half to five-and-one-half stories. The buildings that comprise each phase have varying numbers of stories in different parts of the building. As viewed from the street, the height of the buildings appears to be five stories because the loft in the upper floor necessitates a gable roof that gives the appearance of an additional full story.

The retail component of the development is shown as one story, single use buildings. It would have been preferable to have the retail component incorporated into the first floor of the residential building, creating a vertical mixed use on the site. However, as

suggested by the Conceptual Site Plan condition above, retail on a separate parcel could be improved by adding office uses above retail uses on a second story. Staff recommended that the architectural products proposed on Parcel F be a minimum of two stories with office uses above the first floor retail uses. However, the Planning Board finds the single story, single use sufficient.

- 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: A visual connection has been provided from Pod A to Pod B along the linear green area. In conformance with this condition, staff recommends that minimum six-foot-wide sidewalks be provided along both sides of Residential and Retail Boulevard. Crosswalk details for the pedestrian crossing of Auth Way (along the linear trail) shall include special pavers. Staff believes that this crosswalk is especially important because it links the linear trail along the southern edge of the subject site with the master plan trail connection included in DSP-02024 (see crosswalk location marked in red on attached plan).

- f. The outdoor public space/green area shown as 60,000 square feet in Pod A and 60,000 square feet in Pod B shall not be reduced in size on the detailed site plans. The configuration of the space may change, if the balance of the space to the development of structures around it is in scale.**

Comment: The subject application has changed from the original conceptual site plan in regard to the green space. The original plan provided for a central green area and connection to the metro station. The green area was over an acre in size and intended to create a civic green within the high density Pod B. The staff recommends that the area between the residential and retail components be revised to incorporate a green area comparable to the green area shown on the illustrative plan. The lot line should be adjusted to place the green area mostly within Parcel E.

- g. The provision of a gasoline station use within Pods A and B is prohibited.**

Comment: A gasoline station is not proposed

- h. The need for a bus stop shall be determined and designed if found to be needed.**

Comment: Two bus stops were incorporated into the design of Alta Branch, DSP-05015.

- i. Surface parking shall not be located along the street edge of Auth Way/Capital Gateway Drive/Auth Way. 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 Gateway 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: Staff recommends that there be conditions restricting the signage to only externally lit fixtures to illuminate the signage at night for both the building-mounted and the freestanding signage.

- 24. Development beyond 1,200 dwelling units shall require the development of a retail component to serve the residents; the development of an office building with a retail component is acceptable. This condition may also be fulfilled by the same development on Lot 34 (the Companion CSP-01016). Issuance of a use and occupancy permit for the retail will be required prior to the release of the 1200th 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 threshold. 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). Alta Branch was approved for the development of multifamily units for a total of 504 units, however, to date, only Phase I of the project has been completed (or 252 DUs). This project adds a total of 801 units in addition to the previous total built of 1,316 units. Therefore, the staff recommended that prior to the issuance of the 137th use and occupancy permit for the project, the applicant should submit evidence that a retail component is completed and a use and occupancy permit has been issued for either the subject site or for retail located within Alta Branch. However, at the Planning Board hearing, the applicant objected to the staff recommended condition and the Planning Board does not adopt the condition.

- 25. Prior to a detailed site plan, submission in the area shown in the CSP plan as the outdoor public space/green area within Pod B, indicating a pedestrian connection to the Metro Station, the applicant shall submit evidence indicating that the Office of Property Development and Management has accepted for review a plan showing a pedestrian connection to Metro.**

Comment: The applicant has submitted a letter and an attached plan dated October 9, 2007 as

evidence that the above condition has been fulfilled.

- 26. Prior to acceptance of a detailed site plan, 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: The applicant has submitted both a parking and loading study in accordance with Section 27-574 and 27-583.

- 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 application for Alta Branch provided an alternative illustrative layout that substituted for the illustrative plan in the conceptual site plan file which was reviewed by the Planning Board in the review of the DSP. Staff believed that this DSP does not carry through the design of the original or the illustrative CSP provided for the development of the site during the review of the DSP for Alta Branch; however, the Planning Board finds the alternative layout includes sufficient public green space.

- 10. Conformance to the Preliminary Plan:** The property is the subject of three record plats. VJ 184 at 51 is the large parcel bounded by Capital Gateway Drive/Auth Way. 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 six is a reservation plat. Parcels A and B were placed in reservation in 1991 for a future extension of Winchester Commercial Parkway.

On June 7, 1990, the Planning Board approved the Capital Gateway Preliminary Plan 4-90037 for 34 lots and three parcels with conditions found in PGCPB Resolution No. 90-253. The site was the subject of Final Plats 5-91196, 5-91198 and 5-91199, all of which were approved in 1991. On September 24, 1991, the site was recorded in Plat Book VD 160 at Plats 58, 60 and 61.

Conformance with PGCPB Resolution No. 90-253 (Preliminary Plan 4-90037)

The lot layout varies somewhat from that shown on the approved preliminary plan, but is generally in conformance. The applicant recorded a new record plat for the subject property in 2006 as a result of an adjustment to common lot lines (Plat Book 212 at Plat 24). What had previously been recorded as Parcels A & B and Parts of Lots 28-31 became Parcels B-1 – B-3 and Parcels C-1 – C-3. The DSP shows these parcels now as Parcels D-F. It appears that the applicant intends to re-record these parcels with those parcel designations.

The resolution of approval for Preliminary Plan 4-90037 contains numerous conditions that should be addressed by this review. Staff comments are added, where applicable:

1. **Prior to the issuance of building permits for each individual lot within the subject property, a detailed site plan shall be approved by the Planning Board in accordance with all the conditions of Zoning Map Amendment A-9409.**

This application is in furtherance of this condition.

That approval also had numerous transportation conditions attached:

7. **Prior to the issuance of any building permit, the following transportation improvements shall be in place, bonded for construction by the applicant, or shall be fully funded for construction in either the Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. Should any of the improvements listed below be judged by the responsible agency to be inappropriate or inconsistent with improvement plans for the project location, the applicant shall be relieved of responsibility for the improvement by contributing an amount equal to the then-current cost of the improvement as described below:**
 - **Widen MD 5 (Branch Avenue) from four to six through lanes from approximately the loop ramp terminal connecting the I-95 inner loop with southbound MD 5 through its intersection with Beech Road;**
 - **At the MD 5/Auth Road intersection, construct as necessary to provide dual left-turn lanes on the north approach, an exclusive right-turn lane on the south approach, and dual left-turn lanes and a free flow right-turn lane on the east approach;**
 - **At the MD 5/Auth Way intersection, construct as necessary to provide dual left-turn lanes on the north approach, an exclusive right-turn lane and an exclusive left-turn lane on the south approach, and dual left-turn lanes, a through/left-turn lane, and a free flow right-turn lane on the east approach;**
 - **At the MD 5/Beech Road intersection, construct as necessary to provide an exclusive left-turn lane and an exclusive right-turn lane on the north approach, dual left-turn lanes and an exclusive right-turn lane on the south approach, an exclusive left-turn lane on the east approach, and a free flow right-turn lane on the west approach;**
 - **Reconstruct and/or restripe as necessary the intersection of St. Barnabas Road/28th Street/Branch Avenue to provide: exclusive left, through and right lanes on the north (28th Street) approach, an exclusive left and a shared left, through and right-turn-lane on the south approach, dual left-turn lanes, dual through lanes and an exclusive right-turn lane on the east approach, and an exclusive left lane, dual through lanes and an**

exclusive right-lane on the west approach. The existing signal will be rephased as to the satisfaction of the responsible agency;

- **Reconstruct as necessary the intersection of Auth Road and Auth Place to provide two through lanes on the east and west approaches, an exclusive left-turn lane and an exclusive right-turn lane on the north approach and two through lanes on the south approach;**
- **Following the above referenced geometric improvements, conduct signal warrant studies at the intersection of Auth Road and Auth Place and the intersection of Auth Place and Auth Way. If signals are found to be warranted and upon approval from the State Highway Administration (SHA) and/or the county, install and time the signal(s);**
- **Assume full funding responsibility associated with the relocation and rephasing of existing signals as necessitated by the proposed geometric improvements identified above.**

- 8. Development shall be limited to 828,000 square feet of office space or 1,775,000 square feet of flex-office or any combination of permissible I-1 uses which would produce the same or fewer directional peak-hour trips (see below).**

Peak Direction

Type of Use	Magnitude	Peak Hour		Vehicle Trips
		AM	PM	
Office	828,000	1,490	1,242	
Flex-Office	1,775,000	1,367	1,243	

- 9. In accordance with the expressed desire of the applicant and consistent with the protection of the right-of-way for the Branch Avenue Metrorail Station, the following lots and parcels shall be placed in reservation for a period of not less than five years beginning July 1, 1990: Parcels A, B, C and Lots 12, 13, 14, 15, 16, 17, 23, 24, 25, 26, 27, 28, 29, 30, 31, and 32.**
- 10. Notwithstanding Condition 3, an additional increment of development (not to exceed 20 percent) may be obtained by executing a three party agreement concerning development and operation of a Transportation Demand Management Program prior to issuance of the first building permit. The parties to the agreement shall be the applicant, the Department of Public Works and Transportation (DPW&T) and the Maryland-National Capital Park and Planning Commission (M-NCPPC) and shall be designed to provide an additional increment of development without increasing the above-referenced number of peak hour vehicle trips.**

11. **The applicant shall enter into an agreement with Prince George's County to convey the applicant's portion of the 35 feet of right-of-way, measured from the centerline of Old Soper Road, at such time as any properties which currently use Old Soper Road as their sole access are rezoned industrial or commercial. Any development of the subject property by the applicant shall allow for the future provision (if not already existing) of the ultimate right-of-way for Old Soper Road.**

The transportation planning staff determined these conditions are being adhered to.

Plat Notes

The record plat for the site (PB 212@24) contains five plat notes, two of which affect the subject property:

3. **Development is subject to restriction shown on approved Type I Tree Conservation Plan TCPI/81/03 or as modified by the Type II Tree Conservation Plan and precludes any disturbance or installation of any structures 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 "Prince George's Woodland Conservation Tree Preservation Policy."**

The referral from the Environmental Planning staff should address the tree conservation plans and conformance issues.

4. **Prior to issuance of any permits on Parcel B-1, B-2, B-3, C-1, C-2 and C-3, a detailed site plan shall be approved by the Prince George's County Planning Board.**

This application is in furtherance of this condition.

11. ***Landscape Manual:*** The proposal is subject to the requirements of Section 4.1 (Residential Requirements) and Section 4.4 (Screening Requirements) of the *Landscape Manual*. The plans demonstrate conformance to these sections; however, details and specifications of the enclosures for trash facilities should be provided on the plans. The plan is not subject to the requirements of Section 4.7 of the *Landscape Manual* because of the policy that mixed use zones are not subject to the bufferyard requirements. Section 4.7, Table II, of the *Landscape Manual* states that for mixed-use developments on a single lot (in this case the lot being the entire M-X-T-zoned property), the impact category for the use nearest a property line shall determine the buffering requirements for that yard. In this case, the entire detailed site plan is within the interior of the M-X-T Zone. In the M-X-T Zone, the intention is to integrate use, rather than separating them as is common practice in suburban areas of the county. Therefore, buffering of the transit station directly south of the property is not required as it is recognized that future development of the metro site is inevitable and integration of the two sites is desirable.

12. **Woodland Conservation and Tree Preservation Ordinance:** This site is subject to the Woodland Conservation Ordinance because it has a previously approved Tree Conservation Plans. Type I Tree Conservation Plan, TCPI/007/90-01 in conjunction with CSP-01015 was approved for a 106.40 acre tract of land that included the 19.37-acre area within this application. A TCPII for the subject site, and separate from the overall area approved under CSP-01015, has been submitted.

The site is subject to the 1989 Woodland Conservation Ordinance because the previously approved TCPI and TCPII were approved under that ordinance, which requires woodland conservation of 10 percent of the net tract area. When CSP-01015 was approved, the site was subject to the 1989 Ordinance and the 10 percent requirement was met on other parcels within the application. Because the subject site, which is 19.37-acres, contains no woodland and no sensitive environmental features, no woodland clearing or woodland conservation was proposed on the approved TCPI.

The plan contains a single lot worksheet that correctly shows there are no existing woodland, and no proposed woodland conservation on the site. The TCPII is in conformance with the previously approved TCPI/007/90-01 and TCPII/026/91.

Some minor revisions are required. The TCPII needs to be revised to remove the approved TCPI and TCPII numbers from within the boundaries of the subject site because it appears that the approved plan numbers only covered the subject site, and not the entire CSP site. The plan needs to show the proposed grading for the site.

Recommended Condition: Prior to certification of the detailed site plan, the TCPII shall be revised to show the grading, buildings, parking, and infrastructure for the proposed development as shown on the DSP.

Recommended Condition: Prior to certification of the detailed site plan the TCPII shall be revised to remove the approved TCPI and TCPII numbers from within the boundaries of Lots 12 and 16, and proposed Parcels D–F. The plan shall show an inset of the overall site that is labeled with the approved TCPI number (TCPI-007-90-01).

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

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

The property is located in a designated Metropolitan Center (Branch Avenue Metro) in the Developed Tier. The vision for the Developed Tier is a network of sustainable,

transit-supporting, mixed-use, pedestrian-oriented, medium- to high-density neighborhoods.

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

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

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

With the recommended conditions of approval, the site plan will fulfill the above urban design strategies.

- b. The Department of Environmental Resources, in a memorandum dated April 17, 2008, has stated that the proposal is consistent with approved Stormwater Concept Plan No. 31961-2007-00, dated September 6, 2007.
- c. **The Environmental Planning Section** - reviewed the above referenced detailed site plan and Type II Tree conservation plan, stamped as received by the Environmental Planning Section on March 18, 2008. The Environmental Planning Section recommends approval of DSP-07074 and TCPH/34/08.

This site has been previously reviewed by the Environmental Planning Section as 4-89207, 4-90037, CSP-01015, DSP-91029, Type I Tree Conservation Plan TCPI/007/90 and Type II Tree Conservation Plan, TCPH/26/91. These applications covered an overall area of 106.40 acres that included the 19.37 acres site which is the subject of this application. The TCPH was approved for road infrastructure only for the overall site in conjunction with DSP-91029. It should also be noted that the original Type I and Type II tree conservation plans were approved under the 1989 Woodland Conservation

Ordinance which has different requirements than the current Woodland Conservation Ordinance. The current application is for the development of 801 multifamily dwellings and 65,359 square feet of retail space in the M-X-T Zone.

This 19.37-acre site is located approximately 2,200 feet south of Suitland Parkway at the Branch Avenue Metro Station between Auth Way and Capital Gateway Drive/Auth Way. A review of the information available indicates that streams, wetlands, wetland buffers, 100-year floodplain, and steep slopes do not occur on the property. According to the *Prince Georges County Soil Survey*, the soils found to occur are predominantly gravel pit or disturbed soils. Suitland Parkway and the Branch Avenue Metro line are nearby noise generators. 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 of the site. According to available information, Marlboro clay is not found to occur on 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 adopted General Plan.

Environmental Issues Addressed in the Heights and Vicinity Master Plan

There are no specific environmental requirements or design standards that require review for conformance with the master plan.

Approved Countywide Green Infrastructure Plan

This site is not within the designated network of the *Approved Countywide Green Infrastructure Plan*.

Soils

According to the *Prince George's County Soils Survey*, the principal soils on this site are in the Bibb, Fallsington, and Sassafra soil series. Prior to development the site contained sand and gravel pits.

Discussion: 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 (DER) during the permit process review.

d. **The Transportation Planning Section:**

The Transportation Planning Section has reviewed the Detailed Site Plan (DSP) application referenced above for a portion of a property (parcel D) of the approved Camp Springs development plan. The subject property consists of approximately 19.37 acres of land in the M-X-T zone. The property is part of a larger development which was reviewed as a conceptual site plan (CSP-01015), and preliminary plans of subdivision (4-90037, 4-07010, and 4-07011), and is located in an area generally bounded by the Metrorail Green Line tracks, the Branch Avenue Metrorail Station, the Metrorail service yard, and Henson Creek. The applicant proposes to develop Parcel D consisting of 6.21 acres with 801 multi-family residential units (342 one-bedroom, 298 two-bedroom, and 161 three bed-room), and 65,359 Gross Square Feet of commercial retail. For the proposed development the applicant is proposing to construct 1,685 (1,390 as structure, and 295 surface) parking spaces, and a total of seven (7) loading spaces.

The most recently submitted site plan is acceptable from the standpoint of on-site vehicular circulation, but staff is concern about the lack of direct pedestrian connection to the existing Branch Avenue Station, as is required by the approved CSP. Condition #3 (d) of the approved CSP requires, "The concept of central pedestrian link through the semicircle to the station shall be retained on all future plans." While the proposed pedestrian network shown on the proposed plan is somewhat different than what was envisioned by the Conceptual Site Plan, it still incorporates relatively good pedestrian network through the site with connections to the approved development to the north, but it lacks provision of the critically important and needed direct walkway extensions across the WMATA property to the Branch Avenue Station. This is a serious omission considering the applicant has argued in the favor of significant vehicle trip reductions for the proposed development and has assigned a large portion of the generated person trips to the Metro. This level of transit usage at a minimum requires extension of at least one of the proposed pedestrian walkways across and through the Washington Metropolitan Area Transit Authority (WMATA) property and to the Branch Metro Station. In lieu of providing this direct connection, at the southern property boundary with WMATA walkers and bikers are forced to walk along a circuitous path, opposite of what is required by condition # 3 of the CSP approval (PGCPB No. 01-120), or in a east or west direction to gain access to existing sidewalks along roadways running in the north-south direction only to then walk back in east-west direction to reach the Branch Avenue Metro Station.

Uses within a property in the M-X-T zone and in a Metro Planned community are required to calculate the required number of parking spaces in accordance with Section 27-574. The submitted plan proposes provision of 1,685 parking spaces (1,390 structure and 295 surface), which is 129 more than the greatest number of parking spaces that would be required for all proposed uses. The proposed increase is not justifiable for the following reasons:

This section of the County Code allows for significant reduction in required number through the use of shared parking, and

- It is preferable to limit the number of parking spaces for any development proposed in a Metro planned community to further assist in vehicle trip reduction goals.
- For these reasons, staff believes provision of surplus parking would not promote the level of transit use assumed in the traffic study reviewed as part of the conceptual site plan (SP-01015) and mode share goals envisioned by the adopted and approved Heights Master Plan. It is equally important to note that the transportation adequacy findings that was made at the time of Conceptual Site Plan (CSP-01015) approval, was based on applicant proposal for significant transit usage by all type of proposed residential development (nearly 40%). As a result, transportation staff believes, at minimum the number of parking spaces should be reduced to 1556 spaces.

With regard to the required number of loading spaces, in a memo dated May 16, 2008, the applicant is requesting a 50% reduction in the number of loading spaces required for the proposed 801 multi-family residential units. Since this request was made in response to concerns raised by staff with regard to potential conflicts with proposed pedestrian walkways, staff supports this request to reduce the required number of loading spaces for the proposed residential uses from 4 spaces to only two spaces.

Conformance to the approved conceptual site plan (SP-01015)

The conceptual site plan includes three transportation-related conditions:

- Condition 1: This condition limits the development available under Phase I to 1,700 residences (of which no fewer 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, and the application of the approved vehicle trip reductions percentages for pass-by internal trips and Transit (Metro) generating no more than 1,490 inbound AM peak hour vehicle trips and 1,243 outbound PM peak hour vehicle trips.

The proposed plan proposes 801 residential units, 7,987 gross square feet of general office (leasing office for proposed residential units), and 65,359 gross square feet of commercial retail. Using the levels of transit-use assumed in the analyses done for the conceptual site plan (40 percent of the residential, 12.5 percent of retail, and 20 percent of office), and accounting for appropriate reduction for pass-by-trips for retail uses, the proposed use would generate approximately 492 (131 in, 361 out) vehicle trips during the AM peak hour and 703 (416 in, and 287 out) vehicle trips during the PM peak hour. To this date, the other approved developments within the Town Center at Camp Spring are shown in the Table below:

Application	Development Amount	Units	AM Peak HOUR			PM Peak Hour		
			IN	Out	Total	IN	Out	Total
DSP-02023	Mid-rise Apartments	398	24	99	123	91	49	140
DSP-02024	Townhouse & Mid-rise Apartments	329 & 86	43	171	214	160	86	246
DSP-05051	Mid-rise Apartments, office, & Retail	504 67,665 SF, 50,398 SF	188	236	424	301	287	588
4-07010	Townhouses	29	4	16	20	15	8	23
4-07011	Townhouses	29	4	16	20	15	8	23
Total Trips			263	538	801	582	438	1020

As shown above and with the proposed development for subject plan, if approved, the estimated total AM inbound and PM outbound peak hour vehicle trips would increase to 394 and 725 vehicle trips, respectively. Using these figures, the remaining unallocated AM inbound and PM outbound are calculated to be 1,228 and 833 vehicle trips, even though with approval of this application 2,186 residential units will be constructed, which is 486 units more residential units than assumed in the development of the overall approved trip caps.

- Condition 2: This condition sets requirements for Phase II as identified within the conceptual plan.

Phase II development is not proposed by this plan.

- Condition 3: This condition requires provision of direct pedestrian connections rather than circuitous ones, siting buildings closer to and parking facilities farther away from the Metrorail station, as well as provision of at least one direct pedestrian link extending from the northern limits of the property and through the WMATA property to the Metrorail station.

Pedestrian connections, building entrances, the siting of both residential buildings, and half of the proposed retail buildings all conform to this condition. The plan does not address the required provision of a direct pedestrian connection from the proposed development through the WMATA's property to the Branch Metro Station.

- Condition 20 requires determination of appropriate bus stop, if deemed necessary.

There are no bus routes along the portions of the Capital Gateway Drive, or Auth Way that property has frontage with.

Conformance to the approved Preliminary Plan of subdivision 4-90037

Development of the subject property is subject to several transportation-related conditions of preliminary plan of subdivision 4-90037. These conditions, and their status for the subject plan, include:

- Condition 7: This condition identifies several transportation improvements, which are needed for the development of the property.

None of these conditions are enforceable at the time of detailed site plan; they are all enforceable prior to building permit. Staff has not checked these conditions in detail, but it appears that most if not all of the required improvements are in place.

- Condition 8: This condition sets a trip cap for the subject property.

The plan conforms to the cap.

- 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.

- Condition 10: This condition allows the trip cap established by Condition 8 to be exceeded only by establishment of effective Transportation Demand Management Program.

Since a large portion of the approved trip caps are still unallocated, this condition is not applicable at this time.

- Condition 11: This condition concerns a conveyance along Old Soper Road.

The area of the conveyance is now owned by the WMATA. The condition is no longer applicable.

- Condition 12: This condition concerns denial of access between the subject property and a number of local streets in the area.

The final plats reflect this condition, and the site plan shows no access to any of these streets.

Transportation Staff Conclusions and Recommendations

In accordance with the above findings, the transportation planning staff has determined that the submitted site plan is consistent with the preliminary plan and the conceptual site plan if the plan is approved with the following condition:

1. Prior to the issuance of any building permit within the subject property, the applicant shall fully fund and agree to construct, per WMATA standards and approval, a safe and attractive pedestrian walkway that would extend from the terminus of at least one of the proposed north-south walkways through the Washington Metropolitan Area Transit Authority (WMATA) property directly to the northern pedestrian entrance of the Branch Avenue Metro Station.
2. Prior to the certification of the proposed detailed site Plan, the applicant shall revise the plan to fully incorporate any improvements deemed necessary by DPW&T at the proposed access Points along Auth Way, Telfair Boulevard and Capital Gateway Drive. The required improvement might include provision of left-turn storage lanes, crosswalks, installation of appropriate traffic control devices, or signs. The applicant will be required to fully fund and agree to construct them prior to the issuance of any building permit.

Prior to the certification of the proposed detailed site plan, the applicant shall revise the submitted plan to show no more than 1,556 total off-street parking spaces, or show additional development that would justify provision of 1,685 off-street parking.

- e. **The Health Department**—made no comment in regard to the detailed site plan.
- f. **The Permit Review Section** provided the following comment:

“Please include permit triggers for the completion of the recreation facilities.”

Comment: The point above is included as Condition No. 8.

- g. **The Historic Preservation and Archeology Section** found that the application has no effect on either historic resources or archeological resources.
- h. Joel R. Washington, Director of Station Area Planning and Asset Management in the Department of Planning and Joint Development, **WMATA** provided the following comments on the proposed plan in a letter dated May 1, 2008:

“Thank you for the opportunity to comment on the Archstone-Town Center at Camp Springs, DSP-07074. In general, the Washington Metropolitan Area Transit Authority (“WMATA”) supports the establishment of vibrant, mixed-use, transit oriented communities at and around our Metrorail stations. The Archstone-Town Center at Camp Springs detailed site plan is consistent with WMATA’s transit oriented development (TOD) goals. Essential TOD design characteristics should include development oriented

to transit facility linkages and pedestrian-friendly accessibility within Metro station core.

“WMATA would like to see as many steps taken as possible to improve the accessibility of this project to Metro at Branch Avenue Metro station by foot, bicycle, or shuttle bus, including wide, safe, well-lit paths. Pedestrian-oriented lighting fixtures along the path leading to the Metro station and amenities such as benches and trash receptacles along the site frontage are essential to the creation of a pedestrian-friendly environment.

“Pedestrian- friendliness to the Metro station is extremely important in this area to encourage the use of Metro by local residents. Auth Road provides a pedestrian connection to the Metro station, and the applicant should take advantage of the opportunity to provide a more pleasant, pedestrian-friendly and human-scale facade that fronts the street rather than the internal parking lot of the proposed development.

“Please bear in mind that improvements that we recommend are important strategies to build transit use and development patterns in the area that would greatly strengthen the case for any development opportunities at Branch Avenue Metro Station, and in that sense would be strategic. Also, not only could accessibility enhancements help support the community meet its development objects , it is equally important that landowners and developers in the area also promote the transit access that is needed as a complement to better serve current and future development in the Branch Avenue corridor.

“Finally, I would like to point out that WMATA’s current planning work program includes a station access study at the Branch Avenue Metro Station that will make recommendations for: improved transit patron access; future transit links; and new development opportunities. During this study, alternative station area plans will be developed and evaluated to ensure that Metro operational and access needs are met within the context of future joint development. Metro is working with M-NCPPC planning staff, other agency and elected stakeholders, potentially affected communities, the Maryland Department of Transportation, and others as these projects move forward.

“In conclusion, WMATA supports approval of the **Archstone-Town Center at Camp Springs, DSP-07074**. We appreciate the opportunity to participate in the development review process and look forward to continuing to work collaboratively with representatives of the county at all levels of government to meet our mutual development and transit operating needs.”

Comment: Staff is concerned about the interface of the subject proposal to the existing development of WMATA. There is currently an existing chain-link fence that may not blend well with the new development.

14. With the proposed conditions, the subject detailed site plan, DSP-07074, 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.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopts the findings contained herein and APPROVES the Type II Tree Conservation Plan (TCPII/34/08) and further APPROVES Detailed Site Plan DSP-07074 for the above-described land, subject to the following conditions:

1. Prior to certificate of approval, the following revisions shall be made:
 - a. Where the Residential Boulevard goes between Parking Deck West and Parking Deck East, the sidewalks shall abut the adjacent buildings and include appropriate traffic calming and crosswalk treatments.
 - b. The loading and unloading along Residential Boulevard shall be restricted during peak AM and PM hours for pedestrian traffic. The detailed site plan shall be revised to include appropriate signage restricting loading hours, and to make the loading spaces parallel to Residential Boulevard. The Detailed Site Plan shall be revised to show approval of only two residential loading spaces instead of four.
 - c. Provide crosswalk details for the pedestrian crossing of Auth Way where the linear trail on the subject site meets the eight-foot-wide pathway approved as part of DSP-02024. The planned median shall be incorporated as a pedestrian refuge, and high visibility materials shall be used in the crosswalk treatment, per the approval of the Urban Design Section, Trails Coordinator and the Department of Public Works and Transportation.
 - d. The Detailed Site Plan shall be revised to fully incorporate any improvements deemed necessary by DPWT at the proposed access points as shown on the Detailed Site Plan along Auth Way, Telfair Boulevard, and Capital Gateway Drive. The required improvements might include provision of left-turn storage lanes, crosswalks, installation of appropriate traffic control devices, or signs as necessary to provide the access as shown on the Detailed Site Plan. The applicant will be required to fully fund and agree to construct them prior to the issuance of any building permit.
 - e. The Detailed Site Plan shall be revised to show no more than 1,564 total off-street parking spaces, or show additional development that would justify provision of 1,685 off-street parking spaces, using the integrated shopping center generation rates for the retail component.
 - f. The paving of the streetscape along Capital Gateway Drive/Auth Way and along Telfair Drive shall be substantially the same treatment as was approved for DSP-05051. Any deviations shall be in the same color family and design.
2. It is expected that construction will proceed one parcel at a time. Therefore, the parcels that are not under construction will be used for construction staging. Once the construction staging area

is no longer needed, that parcel will either be constructed pursuant to the Detailed Site Plan, or prior to the release of any bonds from the Department of Environmental Resources, the interim park shall be reviewed and approved by the Planning Board or its designee, and it shall be constructed.

3. Prior to issuance of the building permit for the second phase of the residential development, the applicant shall present a report to the Planning Board and the Branch Avenue Metro Focus Group, demonstrating that the applicant has employed its best efforts toward marketing of the retail parcel. Thereafter, the applicant shall report again to the Planning Board on an annual basis until the retail component is constructed.
4. The clocktower and surrounding sunken amphitheatre feature associated with Parcel F will be completed no later than completion of the first phase of residential development on either Parcel D or Parcel E.
5. That portion of the linear park lying on each parcel will be completed at the same time as the development on that parcel. However, as part of the interim parks, there will be pedestrian connections linking both sides of Capital Gateway Drive/Auth Way.
6. Prior to certificate of approval, the design of the rear facades of the retail buildings on Parcel F shall be improved to present an attractive façade from both sides and provide sufficient safety and security for customers. These revisions shall be reviewed by the Planning Board or its designee.
7. Prior to signature approval of the architectural elevations, the following changes shall be made to the plans:
 - a. The first floor elevations of the residential building located along Telfair Drive shall be improved to incorporate facade treatments similar and complimentary to the facade of the property to the north. The use of awnings and other window treatments along the front of the building shall reflect a commercial, retail-like appearance.
 - b. The exterior finish material of the parking garage fronting Residential Boulevard wherever it is exposed at the perimeter of the parking structure, including the concrete spandrel panels shown on the parking garage elevations, shall be revised to incorporate brick. In addition, the columns on the exterior face of the garage fronting Residential Boulevard shall be faced with brick from grade to top.
 - c. Thin strips of siding located on the perimeter facades shall be replaced with brick in locations agreed upon by applicant and staff.
 - d. The green screen proposed along the interior courtyard of the residential phases of the project shall be revised to indicate a black mesh material rather than green. The type of vegetation used in these areas shall be shown on the plans and shall be reviewed and approved by the Urban Design Section.

- e. Except for Residential Boulevard and where ground-floor balconies are at least eight feet above the grade of the adjacent sidewalk, sidewalks will be at least 12 feet away from any ground-floor balconies. Landscaping shall buffer any balcony located at or near grade level.
8. Three original, executed recreational facilities agreements (RFA) shall be submitted to the Development Review Division (DRD), for their approval three weeks prior to submission of a grading permit. Upon approval by DRD, the RFA shall be recorded among the land records of Prince George's Count, Upper Marlboro. The residential project will contain two Phases. The RFA shall correspond to these Phases in the following manner:
 - a. The RFA shall provide for the completion of all indoor facilities within Phase I prior to issuance of the 208th certificate of occupancy within Phase I by the Department of Environmental Resources.
 - b. The RFA shall provide for the completion of all indoor facilities within Phase II prior to issuance of the 193rd certificate of occupancy within Phase II by the Department of Environmental Resources.
 - c. The RFA shall provide for the completion of all outdoor recreational facilities within Phase I prior to issuance of the 374th certificate of occupancy within Phase I by the Department of Environmental Resources.
 - d. The RFA shall provide for the completion of all outdoor recreational facilities within Phase II prior to issuance of the 347th certificate of occupancy within Phase II by the Department of Environmental Resources.
9. A performance bond, letter of credit, or other suitable financial guarantee shall be submitted to DRD, in an amount to be determined by DRD at least two weeks prior to applying for building permits for the phase in which the specified recreational facilities are located.
10. Prior to signature approval, the applicant and applicant's heirs, successors, and/or assignees, shall demonstrate that the outdoor recreational facilities are in accordance with applicable standards outlined in the *Park and Recreation Facilities Guidelines*.
11. Prior to the certification of the detailed site plan, the applicant shall revise the plan to show an expanded green area between the residential and retail components of at least 8,000 square feet adjacent and connected to the linear park and to be constructed in phase with the linear park. A plaza shall be created that incorporates sitting areas and a focal point, as shown on Exhibit A.
12. The lot line for proposed Parcel E shall be adjusted to incorporate the entire Retail Boulevard and adjacent green area associated with the linear park and the plazas shown on Applicant's Exhibit 3, except for any space within 15 feet of a proposed building on Parcel F. An easement of varying width will be provided along the southern edge of Parcel F where the linear park is located in

accordance with Applicant's Exhibit 3, such that the apartment owner/operator will be responsible for maintaining the area between the property line and five feet from any building.

13. The plans shall be revised prior to signature approval to include the following:
 - a. The sidewalk along Capital Gateway Drive/Auth Way, on the west side of the property, 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 for the seven-foot-wide sidewalk along Capital Gateway Drive/Auth Way shall include details and specifications that are the same or similar to those approved on DSP-05051. Street trees shall be planted in a continuous strip at least five feet wide from the face of the curb.
 - b. The sidewalk along Capital Gateway Drive/Auth Way, on the east side of the property, shall be variable width (with a minimum width of 7 feet) to facilitate a retail streetscape from the curb to the retail store fronts, with street trees 35 feet on center, staggered, subject to DPWT approval.
 - c. If approved by the DPW&T, 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 /Auth Way, and shall have shade trees a minimum of 2½–3 inch caliper in size. 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 adjacent to the property shall be replaced. Specific trees along the Capital Gateway Drive/Auth Way may be omitted if in conflict with a site wall, plaza or other feature.
 - d. The plans shall be revised to include street trees 35 feet on center along the south side of Telfair Boulevard, except where the subject site's property line does not have frontage on Telfair Boulevard. All street trees shall be planted in a minimum of five-foot-wide planting strip.
 - e. If allowed by DPW&T, shade trees shall be provided in the median of Capital Gateway Drive/Auth Way directly across from the subject site and be of size and species to create a residential, pedestrian-friendly boulevard.
 - f. The loading schedule shall include the number of loading spaces required and provided for the integrated shopping center.
 - g. The height in feet of all proposed buildings shall be shown on the site plan.
 - h. All parking spaces on each parking level of the garage and aisle width shall be shown on the architectural plans for the parking garage.
 - i. The plans shall be revised to provide clear pedestrian routes within the development from

the residential units to the retail components.

- j. The plans shall provide at a minimum six-foot-wide sidewalks where parking is perpendicular to the sidewalk and along both sides of Retail Boulevard and Residential Boulevard.
14. Prior to the issuance of any building permit within the subject property, the applicant shall provide written evidence to Staff of its submission to the Washington Metropolitan Area Transit Authority (WMATA) seeking approval of a plan to provide two direct, ground-level, safe and attractive pedestrian walkways that extend from the terminus of the proposed north-south walkways through the WMATA property directly to the northern pedestrian entrance of the Branch Avenue Metro Station. Each of the walkways will be on axis with Residential and Retail Boulevards.
15. If WMATA approves the applicant's sidewalk plan across WMATA's parking lot, the applicant will agree to fully fund and construct the walkway.
16. The applicant will design and agree to construct the left-turn lane along Capital Gateway Drive/Auth Way to allow left-hand turns into Parcel F, as shown on the Detailed Site Plan, subject to approval by Department of Public Works and Transportation.
17. Prior to certification of the Detailed Site Plan, the TCPII shall be revised to show the grading, buildings, parking, and infrastructure for the proposed development as shown on the DSP.
18. Prior to certification of the detailed site plan, the TCPII shall be revised to remove the approved TCPI and TCPII numbers from within the boundaries of Lots 12 and 16, and proposed Parcels B-1 through C3. The plan shall show an inset of the overall site that is labeled with the approved TCPI number (TCPI-007-90-01).

BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council of Prince George's County within thirty (30) days following the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Cavitt, with Commissioners Squire, Cavitt, Vaughns and Parker voting in favor of the motion, and with Commissioner Clark absent at its regular meeting held on Thursday, June 19, 2008, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of July 2008.

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File No. DSP-07074
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Oscar S. Rodriguez
Executive Director

By Frances J. Guertin
Planning Board Administrator

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