

December 22, 2020

Two Town Center, LLC
1350 Connecticut Avenue, NW, Suite 1200
Washington DC, 20036



Re: Notification of Planning Board Action on
Detailed Site Plan DSP-20036
Two Town Center
Expedited Transit-Oriented Development Project

Dear Applicant:

This is to advise you that, on **December 17, 2020**, the above-referenced Detailed Site Plan was acted upon by the Prince George's County Planning Board in accordance with the attached Resolution.

Pursuant to Section 27-290, the Planning Board's decision will become final 30 calendar days after the date of this final notice of the Planning Board's decision, unless:

1. Within the 30 days, a written appeal has been filed with the District Council by the applicant or by an aggrieved person that appeared at the hearing before the Planning Board in person, by an attorney, or in writing and the review is expressly authorized in accordance with Section 25-212 of the Land Use Article of the Annotated Code of Maryland; or
2. Within the 30 days (or other period specified by Section 27-291), the District Council decides, on its own motion, to review the action of the Planning Board.

(You should be aware that you will have to reactivate any permits pending the outcome of this case. If the approved plans differ from the ones originally submitted with your permit, you are required to amend the permit by submitting copies of the approved plans. For information regarding reactivating permits, you should call the County's Permit Office at 301-636-2050.)

Please direct any future communication or inquiries regarding this matter to Ms. Donna J. Brown, Clerk of the County Council, at 301-952-3600.

Sincerely,
James R. Hunt, Chief
Development Review Division

By: *Jill Kosack*
Reviewer

Attachment: PGCPB Resolution No. **2020-176**

cc: Donna J. Brown, Clerk of the County Council
Persons of Record

RESOLUTION

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 December 17, 2020, regarding Detailed Site Plan DSP-20036 for Two Town Center, Expedited Transit-Oriented Development Project, the Planning Board finds:

- Request:** This detailed site plan (DSP) application is for approval of a 260,360-square-foot, two-story office building, a 290-space parking garage, and associated site improvements.

A companion departure from design standards DDS-673 (PGCPB No. 2020-177) for a reduction in the size of standard parking spaces to 9 feet by 19 feet for both structured and surface parking spaces was also approved by the Planning Board on December 17, 2020.

- Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/D-D-O/M-I-O	M-X-T/D-D-O/M-I-O
Use(s)	Vacant	Office
Gross and Net Acreage	9.05	9.05
Lot	1	1
Gross Floor Area (sq. ft.)	0	349,350
Of Which Office	-	260,320
Parking Garage	-	89,030
Floor Area Ratio (FAR)	0	0.89

OTHER DEVELOPMENT DATA

Parking Requirements*

Parking Garage Level 1 – 9 feet x 19 feet **	145
Parking Garage Level 2 – 9 feet x 19 feet	145
Parking (Surface) – 9 feet x 19 feet	35
Total Parking	325 Spaces, including 8 surface handicap-accessible

Loading Requirements	Provided
Two loading spaces per 10,000–100,000 sq. ft.	4
Bicycle Parking for nonresidential development	12 (6 racks)

Notes: *The parking requirements in the Development District Overlay (D-D-O) Zone designated by the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* “Branch Avenue Metro Station Area Regulations and Development Standards” supersede those in Section 27-568 of the Zoning Ordinance. The required number of parking spaces in the D-D-O Zone is the maximum allowed for property in the Transit-Oriented Development Core area, where this site is located.

**DDS-673, as a companion case with this DSP for the reduced parking space size, was also approved (PGCPB Resolution No. 2020-177).

3. **Location:** The subject property is located on the north side of Capital Gateway Drive, in the northeast quadrant of its intersection with Britannia Way, in Planning Area 76A, Council District 8. The site is also within the Development District Overlay (D-D-O) Zone designated by the Southern Green Line Station Area Sector Plan and SMA, as adopted in Prince George’s County Council Resolution CR-10-2014.
4. **Surrounding Uses:** The subject site is bounded on the south and west sides by the rights-of-way of Capital Gateway Drive and Britannia Way, respectively. Across Capital Gateway Drive to the south, Britannia Way to the west, and directly to the north are developed properties in the Planned Industrial/Employment Park (I-3)/D-D-O/Military Installation Overlay (M-I-O) Zones, and to the east is the Metro Green Line rail tracks in the Light Industrial/D-D-O/M-I-O Zones, owned by the Washington Metropolitan Area Transit Authority. The subject site surrounds, on three sides, an existing I-3-zoned developed property, which has frontage on Britannia Way. This property is owned and used by International Union of Operating Engineers Local 77 Union, with a street address at 4546 Britannia Way.
5. **Previous Approvals:** The 9.046-acre property, known as Lot 34, is recorded in the Prince George’s County Land Records in Plat Book VJ184 Plat Book 96. The property is currently vacant and mostly wooded, but has a long approval history. The site is part of a larger development known as the Town Center at Camp Springs, and has an approved Preliminary Plan of Subdivision, PPS 4-98024, which was approved by the Prince George’s County Planning Board (PGCPB Resolution No. 98-189), on June 4, 1998, subject to six conditions. On June 28, 2001, Conceptual Site Plan CSP-01016 was approved by the Planning Board (PGCPB Resolution No. 01-121) for this property, for development up to 160,000 square feet of office and commercial/retail uses, subject to 11 conditions. The rest of the Town Center at Camp Springs is covered under a separate CSP-01015, which was approved by the Planning Board (PGCPB Resolution No. 01-120) on June 28, 2001.

The Southern Green Line Station Area Sector Plan and SMA retained the underlying M-X-T Zone for the property, but also established a D-D-O Zone over the entire sector plan boundary. However, the sector plan only established the specific D-D-O Zone standards for the Transit-oriented Development Core area. A new PPS 4-20018 for one parcel, for office use, was heard by the Planning Board on December 10, 2020.

The site also has an approved Stormwater Management Concept Plan (28910-2020-00), which is valid through October 2023.

- 6. Design Features:** The subject U-shaped site surrounds an existing adjacent office site on three sides that creates two distinct, parallel, rectangular land bays with the short sides fronting on Britannia Way. The proposed office building is located in the land bay south of the existing office site, fronting Capital Gateway Drive, and the freestanding parking garage is located in the land bay north of the existing office site, fronting Britannia Way.

Site Layout: This application proposes one phase of construction of an office building and a parking garage for a possible federal tenant with a long-term lease. Two vehicular access points have been provided to the site from Britannia Way that access the northern land bay where the parking garage and a small surface parking lot are located. The office building on the southern land bay shows a main entrance fronting on Capital Gateway Drive and is directly linked to the sidewalk system of both Capital Gateway Drive and Britannia Way that is further connected to the Branch Avenue Metro Station, located to the southeast. A surface parking lot of 35 spaces and 4 loading spaces are located between the office and garage buildings, east of the existing adjacent office site. Bioretention facilities for managing on-site stormwater run-off are located around the buildings and parking and loading areas.

Architecture: The two-story, 30-foot-high office building is of a contemporary architectural style and is designed with a flat roof. The elevations are finished with a slate base, precast middle and top with plenty of glass windows in an extensive horizontal orientation. All mechanical systems will be located on the roof, which adds another 20 feet in height for the middle portion of the building. The main elevation fronting Capital Gateway Drive features an all glass entrance with metal canopy. A paved plaza in front of the main entrance signals arrival at the destination. Two diagonal pedestrian paths directly connect the plaza to the sidewalk, along Capital Gateway Drive. The elevation along Britannia Way follows the same design vocabulary and uses the same finish materials.

The garage building is 20 feet in height and is finished with precast concrete panels with punched openings on all elevations fronting Britannia Way. The remaining elevations are of a typical garage appearance. Only a small portion of the garage building is visible from Britannia Way.

Green Building and Sustainable Site Development Techniques: The proposed office building will be targeting a federal tenant with a long-term lease and as such it must meet all General Service Administration's Federal regulations and requirements for green buildings. Specifically, the office building is required to seek Leadership in Energy and Environmental Design (LEED) certification to achieve Silver certification under the rating system for new construction

(LEED NC) and certified under the rating system for Commercial Interior (LEED-CI). Such LEED criteria will help achieve excellence in the design of the subject property. The proposed site and building are designed, in accordance with these LEED techniques, and the entire development strives for optimum energy usage.

Signage: No sign details are provided with this DSP.

Exterior Lighting Fixtures: A full site photometric plan illustrating minimum light levels provided by the fixtures was submitted with this DSP. The primary light fixture for the site is an LED light on a 28-foot-high pole mounted on a 2-foot concrete base. This lighting fixture is located throughout the project and is intended to illuminate the parking and drive aisles. Another 12-foot-high, pole-mounted LED light is also used to illuminate the entrances and sidewalks. All lighting fixtures are full cut-off type. Specialty night lighting is intended to highlight the most attractive portions of the façade of the proposed buildings.

COMPLIANCE WITH EVALUATION CRITERIA

- 2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment and D-D-O Zone standards:** The Southern Green Line Station Area Sector Plan and SMA defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a development overlay zone on the area within a quarter mile of the Branch Avenue Metro Station, with the intent that the D-D-O Zone design standards advance the County and sector plan's vision of Branch Avenue as a priority area for transit-oriented development (TOD).

The subject site is located within the TOD Core area and is recommended for a mix of moderate--and high-density development within walking distance of the transit station, in order to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station.

However, the sector plan also took into consideration the possibility of federal tenants and facilities to be developed for federal or state agencies within the Branch Avenue Metro core area. The D-D-O Zone design standards for the Branch Avenue Metro Station area include an exemption, as revised by CR-1-2016, which is applicable to this DSP:

The Branch Avenue Metro Station Area Development District Standards and Regulations within the 2014 Southern Green Line Station Area Sector Plan and Sectional Map Amendment shall be advisory and nonbinding for property to be developed for a public building or public use, to be operated or occupied by any department or branch of Federal or State government for public purposes, excluding warehouses.

The subject DSP is for an office building with a parking garage to be developed for a federal government tenant. Therefore, the D-D-O standards and regulations for the Branch Avenue Metro Station area are advisory and nonbinding. Any tenants of the proposed building other than a

federal or state government, even for the same office use, will be subject to a new DSP approval, which will be reviewed for compliance with all applicable D-D-O Zone standards.

The office building is proposed as an expansion of the office, as identified as CIS-1, for the U. S. Citizenship and Immigration Services (USCIS), which is a component of the United States Department of Homeland Security (DHS). USCIS will be the sole tenant to use the office building and associated parking garage included in this DSP.

Due to the security level required for the intended office, General Service Administration (GSA) does not allow any other uses to be on this site. In fact, this DSP is designed specifically to provide support facilities for the newly constructed 600,000-square-foot, four-story Headquarters of USCIS that has been delivered to the U.S. Government within an easy walk on the opposite side of the Branch Avenue Metro Station, at 5900 Capital Gateway Boulevard, from the subject site. The applicant has planned and obtained approval of a Restaurant Row project, which is a commercial/retail complex, consisting mainly of eating and drinking facilities, as a part of that leases terms, right in front of the Branch Avenue Metro Station, that is also within walking distance of the subject site. Jointly, these two facilities provide over 860,000 square feet of office space that will operate as an integrated unit for the intended USCIS tenant and the facilities will support approximately 4,200 employees for this essential federal government agency.

- 8. Prince George's County Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the D-D-O Zone, the M-X-T Zone, Expedited Transit-Oriented Development (ETOD) Projects, and the M-I-O Zone, of the Zoning Ordinance.
- a. Section 27-548.25(b) of the Zoning Ordinance requires that the Planning Board will find that the site plan meets applicable development district standards, in order to approve a DSP. As discussed in Finding 7, this DSP is exempt from the D-D-O Zone standards.
 - b. In accordance with Section 27-546(d) of the Zoning Ordinance, in addition to the findings required to approve a DSP, the Planning Board shall make the following findings for projects in the M-X-T Zone.
 - (1) The proposed development is in conformance with the purposes of the M-X-T Zone as stated in Section 27-542(a) of the Zoning Ordinance, as follows:**
 - (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, major transit stops, and designated General Plan Centers 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;**

The DSP proposes to develop a site within 0.5 mile of the Branch Avenue Metro Station, with an office building and a parking garage. The property is in a regional transit center, as stated in the Prince George's County Growth Policy Map of the 2014 *Plan Prince George's 2035 Approved General Plan*. The vision for the regional transit center is to promote the County's planned growth and mixed-use development around the Branch Avenue Metro Station area.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

The subject site is located within the TOD Core area of the Southern Green Line Station Area Sector Plan and SMA and is recommended for a mix of moderate- and high-density development within walking distance of the transit station, in order to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station. The site is also part of a larger mixed-use development known as the Town Center at Camp Springs. The proposed development is one of the envisioned components by the plan.

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

The proposed development plan takes full advantage of the intense development pattern in the M-X-T Zone, as envisioned by the Southern Green Line Station Area Sector Plan and SMA. This application will conserve the value of the site and maximize the development potential inherent in the M-X-T Zone.

- (4) **To promote the effective and optimum use of transit and reduce automobile use by locating a mix of residential and non-residential uses in proximity to one another and to transit facilities to facilitate walking, bicycle, and transit use;**

The overall subject site is located within a quarter-mile of the Branch Avenue Metro Station. This location is so well served by public transportation and a complete pedestrian network that a person will not need an automobile to access the metro. The proposed site layout further facilitates walking, bicycle, and transit use.

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

The proximity of the site to the Branch Avenue Metro Station and the constructed and future anticipated development in the Town Center at Camp Springs will encourage activity in the area by the existing and future residents in the Town Center and employees in the USCIS Office building (CIS-1), which is under construction right now, as they conduct their everyday business and leisure activities that will create and strengthen a dynamic 24-hour environment.

- (6) **To encourage an appropriate horizontal and vertical mix of land uses which blend together harmoniously;**

As discussed previously, this site is part of a larger mixed-use development consisting of many horizontal and vertical mixed-uses proposed in the buildings around the subject site, that blends together the retail and office uses and will serve the future workers and customers.

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

The structures included in this development are a two-story office building and a two-story parking garage. But, this site is part of a larger town center development that provides other uses, including residential and commercial/retail uses to create a dynamic functional relationship and a distinctive visual identity for the area, including the subject site.

- (8) **To promote optimum land planning with greater efficiency through the use of economies of scale, savings in energy, innovative stormwater management techniques, and provision of public facilities and infrastructure beyond the scope of single-purpose projects;**

This DSP is part of a multi-phase, larger mixed-use development that is very close to full fruition. The subject site is the last part of the development. The site design of the subject DSP features extensive lot coverage with predominantly structured parking to promote optimum land utilization. The proposed building will follow GSA green building and sustainable site design guidelines to strive to achieve certification under the rating system for new construction (LEED NC) and certified under the rating system for Commercial Interior (LEED-CI).

(9) To permit a flexible response to the market and promote economic vitality and investment; and

The subject application is proposing an office building development, as envisioned by the sector plan, as part of a larger mixed-use development, which will provide a flexible response to the market and create vitality within the TOD Core area.

(10) 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. (CB-84-1990; CB-47-1996; CB-78-2006)

The proposed development includes architectural elevations that have been reviewed by the Planning Board and are acceptable.

(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;

This site was retained in the M-X-T and D-D-O Zones by the Southern Green Line Station Area Sector Plan and SMA. The proposed development is part of a larger mixed-use town center development in the TOD Core area of the sector plan that is in general conformance with the D-D-O Zone standards.

(3) 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 front façade of the office building is oriented toward Capital Gateway Drive and the parking garage will be tucked behind the office building. The side elevations of the office building and the parking garage are also visible from Britannia Way. The main vehicular access to the site is from Britannia Way. In accordance with the section above, the development of the property has front façades that are oriented toward both roadways to provide an outward orientation, which will integrate with and catalyze adjacent community improvements and rejuvenation.

(4) The proposed development is compatible with existing and proposed development in the vicinity;

The project surrounds an existing adjacent office site and is directly across the streets from several existing developments. The development of this site is compatible with the existing and proposed development and will further enhance the appearance of the surrounding area.

- (5) **The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The proposed office building use will enhance the quality of and contribute to the vitality of the development district around the Branch Avenue Metro Station. The proposed development includes the two-story office building and the associated two-story parking garage. This portion of the development is cohesive and capable of sustaining itself.

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

The DSP is a single-phase development. However, the larger mixed-use town center consists of three pods. Each of the pods of development is designed as a self-sufficient entity that will allow effective integration of future phases.

- (7) **The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

This project is designed to be pedestrian-friendly with sidewalks and street trees throughout the project. The pedestrian system, along both frontages of Capital Gateway Drive and Britannia Way, will connect the proposed office building to the Branch Avenue Metro Station and the development district as a whole.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

A pedestrian plaza has been included in front of the main entrance to the office building that is fronting on Capital Gateway Drive. The plaza will serve as an amenity and welcome destination in the overall pedestrian system in the TOD area of the Branch Avenue Metro Station. This requirement has been fulfilled.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

This finding does not apply to the subject DSP.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.**

PPS 4-20018 is currently scheduled to be heard by the Planning Board on December 10, 2020. At the time of PPS approval, the required adequacy finding will be made. A condition has been included in this resolution to require the applicant to show conformance with the PPS, prior to certification of this DSP.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The subject site contains a total of 9.05 acres and only proposes to develop an office building with a parking garage; therefore, this requirement does not apply.

- c. The DSP application is also in conformance with additional regulations of the M-X-T Zone, as follows:

Section 27-544. Regulations.

- (a) **Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part,**

General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

The plan has been reviewed, in accordance with the above applicable provisions of the Zoning Ordinance.

Section 27-547. - Uses permitted.

(d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

- (1) Retail businesses;**
- (2) Office, research, or industrial uses;**
- (3) Dwellings, hotel, or motel.**

The subject application has a previously approved CSP-01016 with commercial/retail and office use that fulfills this requirement. However, as discussed below, this application is an ETOD DSP. Under Section 27-290.01(b)(2) of the Zoning Ordinance, a mix of uses is not required if a mix of uses exists in the adjacent areas, which is the case for this site. The site is across Capital Gateway Drive from the M-X-T-zoned properties surrounding the Branch Avenue Metro Station, and is within walking distance to the rest of the mixed-use town center, including a multifamily residential complex that has been constructed, a retail/commercial complex, and the CIS-1 building that are both under construction.

Section 27-548. - M-X-T Zone.

(a) Maximum floor area ratio (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 -- 8.00 FAR.**

The D-D-O Zone standards of the Southern Green Line Station Area Sector Plan and SMA amend this floor area ratio (FAR) requirement for the properties located with the TOD core area to a minimum of 1.0, under Standard VI. The DSP proposes a 0.89 FAR, which is generally consistent with the D-D-O standard, which is advisory and nonbinding, as discussed in Finding 7.

- (b) **The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.**

The proposed development consists of an office use in one building and a parking garage in another building. The DSP satisfies this requirement.

- (c) **Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.**

The DSP shows a layout for the development of this project consisting of one office and one parking garage building.

- (d) **Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.**

The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion of the landscaping proposed.

- (e) **In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.**

As discussed previously, the FAR standard of the M-X-T Zone has been modified by the D-D-O Zone standards.

- (f) Private structures may be located within the air space above, or in the ground below, public rights-of-way.**

The two proposed buildings are all located outside of public rights-of-way.

- (g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.**

The subject DSP includes one lot that has frontage on both Capital Gateway Drive and Britannia Way, which provide direct vehicular access to the subject site.

- d. In accordance with Section 27-107.01(a)(242.2)(B) of the Zoning Ordinance, this DSP is an eligible ETOD project, as follows:

(242.2) Transit Oriented Development Project, Expedited: A development proposal, designated for expedited review in accordance with Section 27-290.01 of this Subtitle, where

- (B) for a constructed Washington Metropolitan Area Transit Authority (“WMATA”) Metrorail station for which there is no approved TDOZ, the subject property has greater than fifty percent (50%) of its net lot area located within a one-half mile radius of the constructed WMATA Metrorail station as measured from the center of the transit station platform**

The subject site is located completely within a 0.5 mile radius of the Branch Avenue Metro Station platform. Section 27-290.01 sets out the requirements for reviewing ETOD projects, including submittal requirements, use restrictions, review procedures, the roles of the Planning Board and Prince George’s County District Council, and the time limit for both Planning Board and District Council actions.

Section 27-290.01(a)(1)(B) provides that an ETOD DSP may amend the CSP for the property, as follows:

- (B) An application filed pursuant to this Section may amend an existing Conceptual Site Plan applicable to the subject property.**

The previously approved CSP-01016 includes up to 160,000 square feet of development for this site. However, the subject DSP proposes 260,320 square feet of office and 89,030 square feet of parking garage, for a total of 349,350 square feet of development that will supersede the previously approved CSP.

In addition, Section 27-290.01(b) provides the requirements for the uses and design of ETOD projects, as follows:

(b) As a condition of site plan approval, an Expedited Transit-Oriented Development Site Plan shall:

(1) Use the best urban design practices and standards, including:

(A) Encouraging a mix of moderate and high density development within walking distance of a transit station to increase transit ridership, with generally the most intense density and highest building heights in closest proximity to the transit station and gradual transition to the adjacent areas;

The subject application is located within 0.5 mile of the Branch Avenue Metro Station. The proposed development would be considered high-density development surrounded by various uses that are predominantly office.

(B) Reducing auto dependency and roadway congestion by:

(i) Locating multiple destinations and trip purposes within walking distance of one another;

(ii) Creating a high quality, active streetscape to encourage walking and transit use;

(iii) Minimizing on-site and surface parking; and

(iv) Providing facilities to encourage alternative transportation options to single-occupancy vehicles, like walking, bicycling, or public transportation use;

(C) Minimizing building setbacks from the street;

The DSP is part of a mixed-use development known as the Town Center at Camp Springs. This DSP is for an office use with a two-story parking garage to minimize surface parking. A pedestrian plaza has also been provided in front of the main entrance to the office building that will be integrated into the sidewalk system of the TOD core area. The DSP will create an attractive streetscape that encourages walking and bicycling. However, given the security requirements for siting a federal

office building, the office will be set back 50 feet from the curb on Capital Gateway Drive.

(D) Utilizing pedestrian scale blocks and street grids;

The DSP is located on a previously recorded lot and does not create any new blocks or street grids.

(E) Creating pedestrian-friendly public spaces; and

A pedestrian-friendly plaza has been provided in front of the main entrance to the office building. In addition, the DSP also provides sidewalks on both sides of all roadways serving the development that will provide the workers with easy access to the Branch Avenue Metro Station.

(F) Considering the design standards of Section 27A-209.

Section 27A-209 is general design principles of urban centers, as stated below:

- (a) Building Façades should be aligned and close to the Street. Buildings form the space of the Street.**
- (b) The Street is a coherent space, with consistent building forms on both sides. Buildings facing across the Street-Space contribute to a clear public space and Street-Space identity.**
- (c) Multimodal, complete Streets incorporating well-designed pedestrian, bicycle, transit, and auto facilities are essential elements of the Urban Centers and Corridor Nodes.**
- (d) Consideration of the natural environment is paramount in the Urban Centers and Corridor Nodes. All new development should be designed in accordance with best practices of environmentally-sensitive site design and sustainability. Development within the Urban Centers and Corridor Nodes shall demonstrate consideration of the natural environment through several means, including the environmental infrastructure Functional Overlay, Regulating Plan, and Permit Site Plan application.**

- (e) **Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.**
- (f) **Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.**
- (g) **In an urban environment, property lines are generally physically defined by buildings, walls or fences. Land should be clearly public or private—in public view and under surveillance or private and protected from view.**
- (h) **Buildings are designed for neighborhoods, towns, and cities. Rather than being simply pushed closer together, buildings should be designed for the urban situation within towns and cities. Views are directed to the Street-Space and interior gardens or court-yards to highlight these key amenities for the community and reinforce visual surveillance and sense of communal ownership of these spaces.**
- (i) **Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.**

The DSP is also consistent with the applicable design principals of Section 27A-209 of the Zoning Ordinance, regarding all of the following: building façades, complete streets, multimodal transportation options, active street fronts, pedestrian-friendly public plaza, well-defined street walls, and attractive streetscapes.

- (2) **provide a mix of uses, unless a mix of uses exists or is approved for development in the adjacent areas,**

The DSP proposes an office use and a parking garage. There are other uses, such as multifamily residential, office, and commercial/ retail uses, as part of the Town Center at Camp Springs development nearby this site that have been previously approved and constructed.

- (3) **not include the following uses, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in this Subtitle (or otherwise, the normal dictionary meaning):**
- (A) **Adult entertainment;**
 - (B) **Check cashing business;**
 - (C) **Liquor store;**
 - (D) **Pawnshop or Pawn Dealer;**
 - (E) **Cemetery;**
 - (F) **Vehicle and vehicular equipment sales and services (also includes gas station, car wash, towing services, RV mobile home sales, and boat sales);**
 - (G) **Wholesale trade, warehouse and distribution, or storage (including self-service storage, mini-storage, and any storage or salvage yards);**
 - (H) **Industrial;**
 - (I) **Amusement park;**
 - (J) **Strip commercial development (in this Section, “Strip commercial development” means commercial development characterized by a low density, linear development pattern usually one lot in depth, organized around a common surface parking lot between the building entrance and the street and lacking a defined pedestrian system);**
 - (K) **Sale, rental, or repair of industrial or heavy equipment;**
 - (L) **Any automobile drive-through or drive-up service;**
 - (M) **Secondhand business (in this Section, a “Secondhand business” is an establishment whose regular business includes the sale or rental of tangible personal property (excluding motor vehicles) previously used, rented, owned or leased);**

- (N) **Nail salon and similar uses designated as North American Industry Classification System (NAICS) No. 812113, except as an ancillary use;**
- (O) **Beauty supply and accessories store (in this Section, a “Beauty supply and accessories store” is a cosmetology, beauty, or barbering supply establishment engaged in the sale of related goods and materials wholesale and/or retail.), except as an ancillary use; or**
- (P) **Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.**

None of the above prohibited uses are included in this DSP, and notes have been added to the plan listing the prohibited uses.

(4) Comply with the use restrictions of Section 27A-802(c), and

Section 27A-802(c) states the following:

- (c) **Public utility uses or structures including underground pipelines, electric power facilities or equipment, or telephone facilities or equipment; and railroad tracks or passenger stations, but not railroad yards, shall be permitted in all frontages (Building Envelope Standards), subject to the design regulations of this Subtitle. These uses or structures shall be designed to be harmonious to the overall design and character of the Urban Center District. Other public utility uses or structures including major transmission and overhead distribution lines and structures are prohibited within the Urban Centers and Corridor Nodes Districts.**

This section of the Zoning Ordinance speaks about the installation of public utility structures around the perimeter of the development and creating a harmonious design around these necessary elements and the proposed development. Since this site has frontage on both Capital Gateway Drive and Britannia Way, and is designed in accordance with the general design principles of urban center and corridor nodes, as discussed above, this DSP meets this requirement.

(5) Be compatible with any site design practices or standards delineated in any Master Plan, Sector Plan or Overlay Zone applicable to the area of development. To the extent there is a conflict between the site design practices or standards of subsection (b)(1), above, and those

of a Master Plan, Sector Plan or Overlay Zone applicable to the area that is proposed for development under this Section, the site design practices and standards of the Master Plan, Sector Plan or Overlay Zone shall apply.

This application is generally compatible with the governing Southern Green Line Station Area Sector Plan and SMA. Since this DSP is for a federal government tenant, this DSP is exempt from the requirements in the D-D-O Zone of the Southern Green Line Station Area Sector Plan and SMA. The DSP conforms to all other applicable requirements of the Zoning Ordinance.

- (6) Nothing in this Section shall be interpreted to preclude projects that include the uses described in subsection (b)(3), above, from proceeding without the use of expedited review prescribed in this Section.**

This requirement is not applicable to this DSP because none of the uses listed in (b)(3) are proposed within this DSP.

- e. **Military Installation Overlay (M-I-O) Zone:** The proposed development is within the Surface E (Conical Surface) Zone of Joint Base Andrews Airport and is subject to the requirements of Section 27-548.54, Requirements for Height. The proposed office building is 2 stories and 30 feet in height for the majority, with a portion in the middle at 50 feet in height. The proposed building is below the permitted building height of 562 feet.
- f. The DSP is in conformance with the applicable site design guidelines contained in Section 27-274 of the Zoning Ordinance, as cross-referenced in Section 27-283 of the Zoning Ordinance. The site design guidelines address general site and building design including parking, loading and circulation, lighting, views, green area, site and streetscape amenities, grading, service areas, public spaces, architecture, and townhouses. The specific applicable elements, as set forth in Section 27-274, are addressed below.

In accordance with Section 27-274(a)(2), the proposed parking for this development includes a 290-space parking garage and 35 surface parking spaces between the office and garage building, east of the existing office site. A surface parking lot is located and designed to provide safe and efficient vehicular and pedestrian circulation for the site.

The vehicular and pedestrian circulation routes are designed to ensure safe, efficient, and convenient traffic flow and access. Parking and loading spaces will be clearly marked and signed and are separated, to the extent possible, from conflicting vehicular circulation. Barrier-free access is provided to the various building entrances.

The ground level of the parking garage also includes a covered truck loading area that contains four loading bays. The loading area dimensions meet or exceed GSA requirements, and the area will include a vestibule, dock master/security office, mailroom, trash/recycling/sorting room, and screening area. There are no other loading spaces provided outside of the truck loading area, which is in the rear area of the site and is visually unobtrusive.

In accordance with Section 27-274(a)(3), a photometric plan is included with the DSP and shows that the lighting provided will illuminate important on-site elements, such as the parking areas, entrances, and pedestrian pathways. The proposed lighting is designed, in accordance with the lighting standards, as well as being energy-efficient through the use of timers, photocells, and motion detectors.

In accordance with Section 27-274(a)(4), the guidelines encourage creating scenic views from public areas. As currently developed, the immediate surroundings of the site have no scenic views from public areas. However, the proposed development will create a public plaza at its main entrance along Capital Gateway Drive and will provide tree canopy coverage, consistent with the current regulations.

In accordance with Section 27-274(a)(5), green area will be provided on-site based on the 2010 *Prince George's County Landscape Manual* (Landscape Manual). In addition, numerous on-site bio-retention facilities have been provided throughout the site to manage on-site stormwater run-off. In total, this DSP retains 3.0 acres, or 33.2 percent of the site in green area.

In accordance with Section 27-274(a)(6), site and streetscape amenities are addressed in the DSP. The site and streetscape amenities are designed, in accordance with these guidelines to meet the needs of an office use while being mindful of security needs. The minimal site slopes in pedestrian areas provide for ease of circulation for all users and required security needs. There is adequate lighting and pedestrian circulation around the site. On-site lighting fixtures and seating will be coordinated to be attractive.

In accordance with Section 27-274(a)(7), the site is designed to meet the grading requirements. The proposed grading maximum slope is 2:1 with minimum slopes of 2 percent in grass areas. Pavement and hardscape areas are all within the 1 percent minimum to 7 percent maximum range. The proposed SWM is designed to meet or exceed current Prince George's County regulations.

In accordance with Section 27-274(a)(8), service and loading areas are located behind the office building and inside the parking garage building and are designed, pursuant to the requirements of the GSA. These service areas are accessible, but not obtrusive. They will be adequately screened from the public views.

In accordance with Section 27-274(a)(9), a public plaza is proposed at the main entrance to the office building that is fronting on Capital Gateway Drive. The architectural and

landscape site plans provide and show the spaces, organization, design, and features. The space is well defined by the building massing and façade design, and receives full sun throughout the day. The plaza comprises shade trees, landscaping, furnishings, lighting, and paving scaled to accommodate groups or individuals. Pedestrian pathways are clearly indicated, directing commuters to and from the Metro station via the most convenient route. Pedestrian and vehicular routes are separated for the efficiency of circulation and safety. Inbound and outbound traffic lanes are located at the northwest corner of the site, far away from the main pedestrian crossings.

In accordance with Section 27-274(a)(10), the architecture of the proposed office and garage are of a contemporary style and are utilitarian in nature that serves the purposes of the intended building typologies. The finish materials are durable and of good quality.

9. **Conceptual Site Plan CSP-01016:** The Planning Board approved CSP-01016 for Lot 34 of the Town Center at Camp Springs property on May 31, 2001 (PGCPB Resolution No. 01-121). The rest of the Town Center at Camp Springs is covered under CSP-01015. Eleven conditions were attached to the approval of CSP-01016, which are applicable to the review of this DSP, as follows:

1. **Total development within the subject property under Phase I shall be limited to 46,500 square feet of retail space (with the restriction that retail businesses open no earlier than 9 a.m.), and 9,500 square feet of general office space; or different uses generating no more than the number of peak hour trips (16 total AM peak hour vehicle trips and 202 total PM peak hour vehicle trips) generated by the above development. This Phase I trip can be expanded by up to an additional 75,000 square feet of retail space by deducting an equivalent amount of space from the Core Area Phase I trip cap (the companion CSP-01015) provided Lot 34 and sufficient acreage to support the deduction in the Core Area remain in the same ownership and the Planning Board approved any necessary revision to subdivision plans.**
2. **Total development within the subject property under Phase II shall be limited to 160,000 square feet of combined retail and 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 stated in the resolution approving 4-98024 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 new Preliminary Plat. Provided the AM trip cap is properly analyzed, the time of day restriction on retail uses may be lifted under Phase II.**

Both conditions are listed together and discussed because both conditions discuss phasing and development caps. Instead of phased mixed-use development, the applicant currently proposes a single office building of approximately 230,000 square feet. The proposed development goes beyond Phase I, as defined by Condition 1, which merely defines what

an applicant can construct without further traffic studies or analyses. In accordance with Condition 2, the applicant has taken advantage of option (b) by filing a new PPS and an accompanying traffic study, which has been reviewed as part of PPS 4-20018. That plan recommends a revised trip cap, which exceeds the cap approved under PPS 4-98024, and which is fully consistent with the intent of the two CSP conditions.

- 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 circuitous ones.**
 - b. The siting of proposed buildings 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.**

The subject DSP provides pedestrian connections directly from the site to the sidewalks along Capital Gateway Drive and Britannia Way that further connect to the Branch Avenue Metro Station. The DSP also proposes a pedestrian plaza in front of the main entrance to the office building that has two direct connections to the sidewalk along Capital Gateway Drive. The siting of the office building is directly fronting on Capital Gateway Drive and is close to the Metro station. All proposed parking, including a parking garage and 35 surface parking spaces, are located behind the office building further away from the Metro station.

- 5. A TCP II shall be submitted as part of each Detailed Site Plan application.**

A Type 2 Tree Conservation Plan, TCP2-038-2020, has been submitted with this DSP that satisfies this condition.

- 6. Prior to acceptance of the Detailed Site Plan, a stormwater management conceptual plan and current Stormwater Management Concept Approval Letter shall be submitted to the Planning Department for review. The plan shall show the proposed conceptual location of the stormwater management facility or facilities and shall be designed to coordinate the stormwater management concept on the site with adjacent parcels as much as possible.**

The subject site has an approved SWM Concept Plan, 28910-2020-00, that has been submitted with this DSP. The site still needs another two steps of SWM approval, prior to any construction.

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

The applicant has submitted a railway vibration analysis for the proposed office building on the subject site. The Vibration Study was conducted by Phoenix Noise and Vibration and dated October 14, 2020. Measurements were conducted of ground-borne vibration levels, generated by Metro commuter trains under current site conditions and evaluated according to typically accepted levels for office building occupancy.

The study found that vibration generated by the Metro railway events did not exceed the Federal Transit Administration's "frequent" criteria of 75 VdB in the z-axis direction; and during the 24-hour measurement survey, 295 train events occurred and only one of those events generated a level of 74 VdB. The construction of the proposed office building will further reduce vibration and ground-borne noise levels for future occupants. In conclusion, mitigation is not recommended for the proposed building.

8. 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 and Britannia Way, special pavers in crosswalks, special pedestrian lighting, and furnishings, including a bus stop if needed.**

The submitted plans propose a 7-foot-wide sidewalk along the frontage of Capital Gateway Drive and a 5-foot-wide sidewalk along the frontage of Britannia Way. The Planning Board requires that 8-foot-wide sidewalks along both roadway frontages be provided, consistent with this condition, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE), with written correspondence.

In addition to complying with the prior condition of approval, 8-foot-wide sidewalks are consistent with the 2017 *DPW&T Urban Street Design Standards*, which include 8-foot-wide sidewalks in all but the "industrial" and "neighborhood residential" cross sections. Neither Capital Gateway Drive nor Britannia Way are master plan roadways, and no additional right-of-way dedication is required with this development application. Capital Gateway Drive has an approximate 80-foot-wide right-of-way and Britannia Way has an approximate 60-foot-wide right-of-way. Both streets could be built with 8-foot-wide sidewalks and meet the Urban Design Standards with minimal modification. DPIE can require and implement the urban roadway section or can modify the standards for streets within the County right-of-way, as appropriate.

- 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.**

The DSP shows that the same species of shade trees are planted along both the frontages of Capital Gateway Drive and Britannia Way on the subject site. Additional street trees are included in the public rights-of-way of both roadways.

- c. **A comprehensive design approach is required for the proposed signage for the commercial/retail components. Freestanding signage shall not exceed 10 feet in height.**

No sign details or commercial/retail components are included in this DSP. Future proposed signage will be subject to DSP review.

9. **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.**

In the SOJ, the applicant provides parking and loading analysis, which is based on the D-D-O Zone standards of the Southern Green Line Station Area Sector Plan and SMA, and results in the provision of 325 (290 garage spaces and 35 surface spaces) parking spaces and 4 loading spaces for this development.

10. **Each Detailed Site Plan shall be developed at no less than 0.2 FAR in accordance with the Conceptual Site Plan range of densities.**

The DSP proposes a 0.89 FAR that meets this condition.

11. **If a DSP is submitted for a portion of the development of Lot 34 that deviates from the Illustrative Plan, a revised layout for the remaining portion of Lot 34 shall be included as part of the development. It shall demonstrate an alternative layout that incorporates a similar amount of green area at the intersection of Auth Road and Britannia Way, as well as along Auth Way/Capital Gateway Drive.**

This DSP is for the entire Lot 34 and is in general conformance with previously approved CSP-01016, except for the square footage of development. In addition, the DSP will provide about one third of the site in green area, with both landscaped areas and bio-retention facilities.

10. **Preliminary Plan of Subdivision (PPS) 4-20018:** The subject PPS was approved by the Planning Board on December 10, 2020. Any conditions attached to the approval of PPS 4-20018 that may impact the layout of the subject DSP will need to be addressed, prior to certification approval of the DSP. A condition has been included in this resolution to require the applicant to obtain signature approval of PPS 4-20018, prior to the certification of this DSP, and revise the DSP if necessary, to conform to the PPS.

- 11. 2010 Prince George’s County Landscape Manual:** Per Section 27-544(a) of the Zoning Ordinance, landscaping, screening, and buffering for property zoned M-X-T, are subject to the provisions of the Landscape Manual. Specifically, the proposed development is subject to the requirements of Section 4.2, Requirements for Landscape Strip Along Streets; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements. The required plantings and schedules are provided, in conformance with the Landscape Manual and are acceptable, except for Sections 4.2 and 4.7. The applicant has requested an Alternative Compliance, AC-20012, from the requirements of Sections 4.2 and 4.7 of the Landscape Manual, as follows:

Section 4.2, Requirements for Landscape Strips Along Streets

Landscape strips are required along the site’s frontages on Britannia Way and Capital Gateway Drive. The applicant selected Option 2, which requires landscape strips that are a minimum of 10 feet wide, with an average width of 15 feet, to be planted with one shade tree and five shrubs per 35 linear feet of frontage, excluding driveway openings. Landscape Strip A, which conforms with the requirements of Section 4.2, is shown along the site’s northern portion of the frontage on Britannia Way. Alternative compliance has been requested for Landscape Strip B, which includes the site’s entire frontage on Capital Gateway Drive and the southern portion of the frontage on Britannia Way.

REQUIRED: Section 4.2, Requirements for Landscape Strips Along Streets (Landscape Strip B)

Linear feet of frontage, excluding driveway entrances	825 feet
Option selected	2
Shade trees (1 per 35 linear feet)	24
Shrubs (5 per 35 linear feet)	118

PROVIDED: Section 4.2, Requirements for Landscape Strips Along Streets (Landscape Strip B)

Shade trees (1 per 35 linear feet)	24
Shrubs (5 per 35 linear feet)	0*

Note: *In order to meet the federal agency tenant’s security requirements, 120 shrubs are proposed along the west of the parking lot, in lieu of within the required landscape strip.

Section 4.7, Buffering Incompatible Uses

The proposed office building is considered a medium-impact use and abutting properties to the north and east, owned by the Washington Metropolitan Area Transit Authority, are classified as high-impact uses by the Landscape Manual. A Type B bufferyard, which includes a 30 foot building setback and a minimum 20-foot-wide landscape yard to be planted with 80 plant units per 100 linear feet of property line, is required between the subject site and abutting uses to the north and east. Landscape plans show three Section 4.7 buffers provided, labeled as Bufferyards C (northern), D (northeastern) and E (eastern), as follows:

REQUIRED: Section 4.7-1 Buffering Incompatible Uses Requirements (Bufferyard C - northern)

Minimum building setback	30 feet
Minimum width of landscape yard	20 feet
Linear feet of buffer	432
Number of plant units	346

PROVIDED: Section 4.7-1 Buffering Incompatible Uses (Bufferyard C - northern)

Minimum building setback	44 feet
Minimum width of landscape yard	Variable, 13 to 44
Number of plant units	360

REQUIRED: Section 4.7-1 Buffering Incompatible Uses (Bufferyard D - northeastern)

Minimum building setback	30 feet
Minimum width of landscape yard	20 feet
Linear feet of buffer	542
Fence or wall	Yes, 6-foot-high for 144 feet
Number of plant units	378 (reduced for fence)

PROVIDED: Section 4.7-1 Buffering Incompatible Uses (Bufferyard D - northeastern)

Minimum building setback	56 feet
Minimum width of landscape yard	Variable, 13 to 50 feet
Number of plant units	380

REQUIRED: Section 4.7-1 Buffering Incompatible Uses (Bufferyard E - eastern)

Minimum building setback	30 feet
Minimum width of landscape yard	20 feet
Linear feet of buffer	278
Number of plant units	223

PROVIDED: Section 4.7-1 Buffering Incompatible Uses (Bufferyard E - eastern)

Minimum building setback	50 feet
Minimum width of landscape yard	20 feet
Number of plant units	110*

Note: *In addition to the 110 plant units noted above, an additional 120 plant units associated with Bufferyard E are proposed, adjacent to the west of the parking lot in lieu of within this bufferyard. A total of 230 plant units are provided associated with Bufferyard E.

Justification

There are two key factors unique to the subject site and proposed development that warrant consideration. The first is the unusual U shape of the lot that creates spatial challenges in site design. The second factor is building security and open sightline requirements of the federal agency tenant intended to occupy the building. The agency requires the building to be set back certain distances from roadways, and that unobstructed visibility to the building be maintained, which makes normal conformance with Sections 4.2 and 4.7 of the Landscape Manual for this project highly difficult.

Regarding Section 4.2, Requirements for Landscape Strips Along Streets, the proposal for Landscape Strip B requests to provide the required number of shade trees, but to provide shrub plantings outside of the landscape strip area. Normally, 118 shrubs would be required within Landscape Strip B, but the alternative proposal is to provide 120 shrubs adjacent to the western edge of the proposed parking lot. Given the security and visibility needs of the applicant, the provision of shrubs between the office building and roadways is not feasible, and the provision of these plant units elsewhere on the site is an appropriate alternative. In addition, the Alternative Compliance Committee determined it is appropriate and feasible for four additional shade trees to be provided (for a total of nine shade trees) within the landscape strip between the office building and Britannia Way. This was subsequently discussed with the applicant who has agreed to provide these four additional shade trees.

Regarding the site's three Section 4.7 bufferyards, the required 30-foot building setback is exceeded for all bufferyards. The width of Bufferyards C and D are variable, and in certain areas are 13 feet in width, less than the 20-foot minimum width required, while other portions of the same yards are more than double the required width (40 feet plus). Bufferyard E meets the required landscape yard width. For Bufferyards C and D, the minimum number of required plant units are met, and slightly exceeded. For Bufferyard E, all plant units are proposed as shade trees,

and roughly half of the required plantings are provided within the bufferyard. This is to allow for sufficient spacing of trees to meet security and sightline needs. The remaining number of shade trees associated with Bufferyard E are proposed adjacent to the western edge of the parking lot.

The Planning Director finds that the applicant's proposal is equally effective as normal compliance with Sections 4.2 and 4.7 of the Landscape Manual, subject to one condition. The provision of all required plant units, wider than required building setbacks, the required landscape yard width, and overall planting layout provides for adequate landscape strips along Britannia Way and Capital Gateway Drive, as well as for adequate buffering of adjacent incompatible uses.

The Planning Board APPROVES of Alternative Compliance AC-20012 for Two Town Center from the requirements of Section 4.2, Requirements for Landscape Strips Along Streets and Section 4.7, Buffering Incompatible Uses of the 2010 *Prince George's County Landscape Manual*, subject to one condition that has been included in this resolution.

12. Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance because it has previously approved tree conservation plans. TCP2-038-2020 was submitted with the DSP.

- a. A Natural Resources Inventory, NRI-126-2020, was approved on October 19, 2020, and was provided with this application. The site contains no regulated environmental features and 6.65 acres of woodlands. There is one specimen tree, a 33-inch diameter at breast height American elm in good condition, located in the southwestern portion of the property. The TCP2 and DSP show all the required information correctly, in conformance with the NRI. No revisions are required for conformance to the NRI.
- b. The site contains a total of 6.65 acres of woodlands and has a woodland conservation threshold (15 percent) of 1.36 acres. The application proposes to clear 6.65 acres of woodland, resulting in a total woodland conservation requirement of 4.04 acres, and proposes to meet the full requirement with off-site woodland conservation credits. Minor revisions are required to the TCP2, as conditioned herein.

13. Prince George's County Tree Canopy Coverage Ordinance: A 10 percent tree canopy coverage (TCC) requirement applies to sites zoned M-X-T, in accordance with the Tree Canopy Coverage Ordinance. The subject site is 9.05 acres in size and the required TCC amounts to approximately 0.9 acre, or approximately 39,204 square feet. The subject application provides a schedule showing that 39,204 square feet has been provided through the proposed on-site tree plantings, in conformance with the Tree Canopy Coverage Ordinance.

14. Further Planning Board Findings and Comments from Other Entities: The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:

- a. **Community Planning**— The Planning Board adopts, herein by reference, a memorandum dated November 18, 2020, which indicated that pursuant to Part 3, Division 9, Subdivision 3, of the Zoning Ordinance, Master Plan conformance is not required for this application.

The Planning Board further noted that the Southern Green Line Station Area Sector Plan recommends mixed-use and transportation (parking garage) land uses on the subject property.

- b. **Subdivision Review**— The Planning Board adopts, herein by reference, a memorandum dated November 24, 2020 (Vatandoost to Zhang), which noted that all related conditions of the PPS will be applicable to this DSP and the DSP cannot be approved, prior to the approval of the PPS. A new final plat of subdivision will be required, in accordance with PPS 4-20018, subsequent to DSP approval.

The DSP has been found to be in substantial conformance with the pending PPS. All bearings and distances must be clearly shown on the DSP and must be consistent with the record plat or permits will be placed on hold until the plans are corrected.

- c. **Environmental Planning**— The Planning Board adopts, herein by reference, a memorandum dated November 17, 2020 (Schneider to Zhang), which provided findings, as follows:

Specimen Trees

A Subtitle 25 Variance was submitted with PPS 4-20018 to remove one Specimen Tree (T1). The Planning Board approved the variance for specimen tree removal with the PPS.

Stormwater Management

A SWM Concept Plan and approval letter were submitted with the subject application (28910-2020). Proposed SWM features include 10 planter boxes, 5 micro-bioretenion facilities, and 3 filterra units. The concept approval expires on October 22, 2023. The concept letter indicates no SWM fee-in-lieu for on-site attenuation/quality control measures.

- d. **Transportation Planning**— The Planning Board adopts, herein by reference, a memorandum dated November 18, 2020 (Masog to Zhang), which provided the following table summarizing the trip generation in each peak hour that will be used in reviewing conformance with the trip cap for the site:

Trip Generation Summary: DSP-20036: Two Town Center								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single-Tenant General Office (ITE Land Use Code 715)	260,360	sq. ft.	405	50	455	64	365	429
Proposed Development: DSP-20026			405	50	455	64	365	429
Proposed Trip Cap – 4-20018					455			429

The development shown on this plan is generally consistent with the PPS under review, from the standpoint of access and circulation. Access and circulation are acceptable.

Auth Way/Capital Gateway Drive (C-707) is a master plan collector facility with a minimum proposed width of 80 feet. Adequate right-of-way consistent with master plan recommendations has already been dedicated, and no additional dedication is required of this plan.

The Planning Board also reviewed DDS-673 and determined that the departure is supportable and would note that a number of departures of this nature have been supported for parking garages within Prince George’s County.

In conclusion, from the standpoint of transportation, the Planning Board determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.

- e. **Trails**— The Planning Board adopts, herein by reference, a memorandum dated November 13, 2020 (Ryan to Zhang), which noted that 4-foot-wide sidewalks are currently in place along both frontages of Capital Gateway Drive and Britannia Way.

The Transportation Systems Section of the Southern Green Line Station Area Sector Plan makes the following observations and recommendations about the Branch Avenue Metro Station and the surrounding area:

Branch Avenue Station has by far the highest percentage, at 69 percent, of riders who use single-occupant vehicle parking at the station. It also has the lowest walk up, at 7 percent, and the lowest bus ridership in percentage, 11 percent...These areas have less bus service, and the relatively isolated location of the station in relation to the surrounding matured communities also cuts ridership from the bus mode. But the station has the highest percentage and highest number of riders carpooling to the station, showing that transit patrons from the same neighborhoods may be pairing up for the long drive. The undeveloped land use pattern around the station reduces the number of riders walking to the station. (page 63)

There are no crosswalks in this area. Most of the eastern half of the Auth Way horseshoe is undeveloped and lacks any sidewalks. Pedestrians are observed walking in the drive lanes. These are critical missing pieces of station area infrastructure. (page 64)

The Planning Board also reviewed the subject DSP for conformance with the conditions attached to the prior approval CSP-01016, and applicable requirements of the underlying zone. Relevant findings have been included in this resolution.

The Planning Board concludes that the multimodal transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines, pursuant to Sections 27-283, 27-274, and 27-546, and meets the findings required by Section 27-285(b) for a DSP for multimodal transportation purposes, subject to two conditions that have been included in this resolution.

- f. **Historic Preservation**—The Planning Board adopts, herein by reference, a memorandum dated November 3, 2020 (Stabler to Zhang), which stated that a search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates that the probability of archeological sites within the subject property is low. The subject property does not contain, and is not adjacent to any Prince George’s County historic sites or resources. This proposal will not impact any historic sites, historic resources, or known archeological sites. A Phase I archeology survey is not required.
- g. **Permits**—The Planning Board adopts, herein by reference, a memorandum dated November 16, 2020 (Jacobs to Zhang), which provided three comments on this DSP, and one pertinent comment has been included as a condition of approval in this resolution.
- h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of preparation of this resolution, DPIE did not offer official comments on the subject application.
- i. **Prince George’s County Health Department**—The Planning Board adopts, herein by reference, a memorandum dated October 27, 2020 (Adepoju to Zhang), in which the Health Department offered three comments on the subject application. The comments on noise and dust have been included as conditions in this resolution.
- j. **Prince George’s County Police Department**—The Planning Board adopts, herein by reference, a memorandum dated October 29, 2020 (Contic to Planning Coordinator), in which the Police Department indicated that they have no comments on the subject application.

- k. **Washington Suburban Sanitary Commission (WSSC)**—The Planning Board adopts, herein by reference, an email dated October 28, 2020 (Hall to Zhang), in which WSSC provided plan review comments on how to obtain service for the development and applicable requirements. All comments have been transmitted to the applicant, and the applicable requirements will be enforced through WSSC’s separate permitting process.
15. As required by Section 27-285(b)(1), the DSP, as approved with the conditions below, will represent a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George’s County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.
16. As required by Section 27-285(b)(1), this DSP is in general conformance with the approved Conceptual Site Plan CSP-01016, except as modified herein.
17. Per Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:

- (4) The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirements of Subtitle 24-130(b)(15).**

Since there are no regulated environmental features on the subject property, this finding is not applicable to the subject development.

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 adopted the findings contained herein and APPROVED Type 2 Tree Conservation Plan TCP2-038-2020 and APPROVED Alternative Compliance AC-20012, and further APPROVED Detailed Site Plan DSP-20036 for the above described land, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information be submitted:
- a. Obtain signature approval of Preliminary Plan of Subdivision (PPS) 4-20018 and revise the DSP, if necessary, to conform to the PPS.
- b. Revise the landscape plan and associated plant schedule to provide a total of nine shade trees in the southern portion of Landscape Strip B, fronting on Britannia Way.
- c. Revise the DSP to provide:
- (1) An 8-foot-wide sidewalk within the existing public right-of-way along the subject property’s frontage of Capital Gateway Drive, unless modified by the Prince George’s County Department of Permitting, Inspections and Enforcement, with written correspondence.

- (2) An 8-foot-wide sidewalk within the existing public right-of-way along the subject property's frontage of Britannia Way, unless modified by the Prince George's County Department of Permitting, Inspections and Enforcement, with written correspondence.
- d. Provide all building dimensions on the site plan.
- e. Revise Type 2 Tree Conservation Plan (TCP2), as follows:
- (1) Add the following note to the plan under the specimen tree table:

"NOTE: This plan is in accordance with the following variance from the strict requirements of Subtitle 25 approved by the Planning Board on (ADD DATE): The removal of one specimen tree (Section 25-122(b)(1)(G), T1, a 33-inch American Elm."
 - (2) Add "TCP2-038-2020" to the approval block and woodland conservation worksheet.
 - (3) Remove slope table and any slope symbols on the plan view and legend.
 - (4) Revise the specimen tree chart to add "to be removed" to the condition column.
 - (5) Revise General Note 10 to read "No woodland preservation, afforestation, or reforestation on-site."
 - (6) Remove the off-site mitigation table.
 - (7) Add a Tree Protection Fence symbol to the legend and label. Show TPF on the plan view.
 - (8) Add a Limit of Disturbance (LOD) symbol to the legend and label. Show a LOD on the plan view.
 - (9) Have the revised plan signed and dated by the qualified professional who prepared it.
- f. Provide site plan notes, as follows:
- (1) During the demolition/construction phases of this project, no dust shall be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

- (2) During the demolition/construction phases of this project, noise shall not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.


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 Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, December 17, 2020, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 17th day of December 2020.

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

EMH:JJ:HZ:nz

APPROVED AS TO LEGAL SUFFICIENCY
David S. Warner /s/
M-NCPPC Legal Department
Date: December 10, 2020