



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

ETOD Detailed Site Plan Departure from Design Standards (Two Town Center)

DSP-20036
DDS-673

REQUEST	STAFF RECOMMENDATION
DSP: For approval of a 260,360 square-foot, two-story office building, a 290-space parking garage, and associated site improvements.	APPROVAL with conditions
DDS: For approval of a reduction in the size of standard parking spaces to 9 feet by 19 feet for both structured and surface parking spaces.	APPROVAL

Location: On the north side of Capital Gateway Drive, in the northeast quadrant of its intersection with Britannia Way.	
Gross Acreage:	9.05
Zone:	M-X-T/D-D-O/M-I-O
Dwelling Units:	N/A
Gross Floor Area:	260,360 sq. ft.
Planning Area:	76A
Council District:	09
Election District:	06
Municipality:	N/A
200-Scale Base Map:	206SE05
Applicant/Address: Two Town Center, LLC 1350 Connecticut Avenue, NW, Suite 1200 Washington DC, 20036	
Staff Reviewer: Henry Zhang, AICP, LEED AP Phone Number: 301-952-4151 Email: Henry.Zhang@ppd.mncppc.org	



Planning Board Date:	12/17/2020
Planning Board Action Limit:	01/15/2021
Staff Report Date:	12/01/2020
Date Accepted:	10/22/2020
Informational Mailing:	07/31/2020
Acceptance Mailing:	10/22/2020
Sign Posting Deadline:	11/17/2020

The Planning Board encourages all interested persons to request to become a person of record for this application. Requests to become a person of record may be made online at http://www.mncppcapps.org/planning/Person_of_Record/. Please call 301-952-3530 for additional information.

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THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-20036
Type 2 Tree Conservation Plan TCP2-038-2020
Alternative Compliance AC-20012
Departure from Design Standards DDS-673
Two Town Center
Expedited Transit-Oriented Development Project

The Urban Design staff has completed the review of the detailed site plan and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions for the DSP, as described in the Recommendation section of this report.

EVALUATION

The detailed site plan and departure from design standards were reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Development District Overlay (D-D-O) Zone standards of the *2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*.
- b. The requirements of the Prince George's County Zoning Ordinance, specifically for the Mixed Use-Transportation-Oriented (M-X-T) Zone, the Development District Overlay (D-D-O) Zone, the Military Installation Overlay (M-I-O) Zone, Expedited Transit-Oriented Development Projects, and the site design guidelines.
- c. The requirements of Conceptual Site Plan CSP-01016.
- d. The requirements of Preliminary Plan of Subdivision 4-20018.
- e. The requirements of the *2010 Prince George's County Landscape Manual*.
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- h. Referral comments.

FINDINGS

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

- 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.

The applicant also requests a departure from design standards (DDS) for a reduction in the size of standard parking spaces to 9 feet by 19 feet for both structured and surface parking spaces.

- Development Data Summary:**

	EXISTING	PROPOSED
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 has been requested with this DSP for the reduced parking space size.

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, is scheduled to be 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.

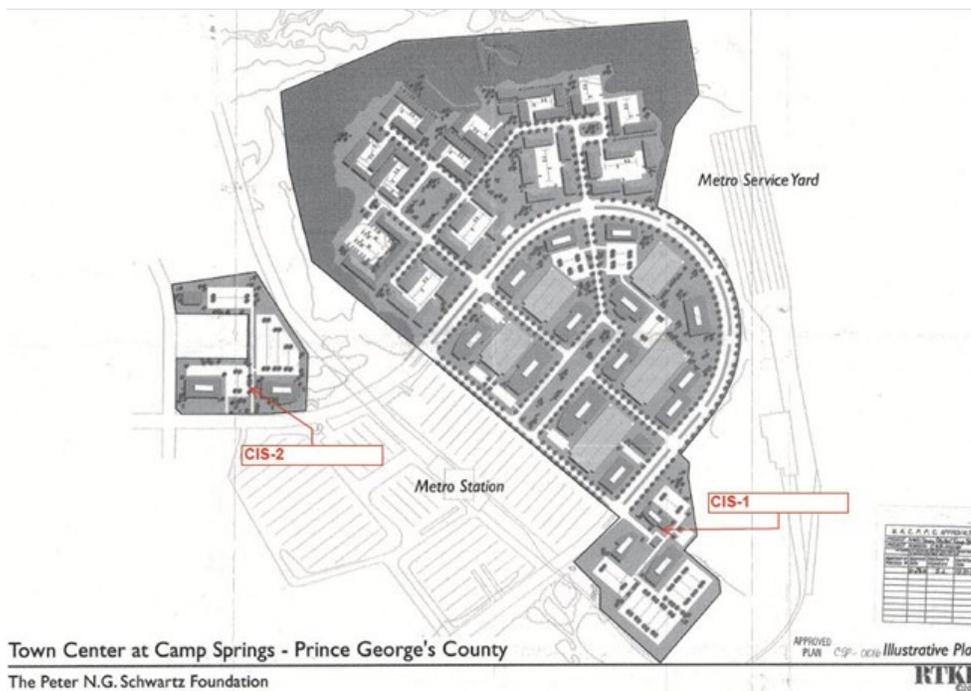


Figure 1: Overall Plan of Town Center at Camp Springs

The office building is proposed as an expansion of the office, as identified as CIS-1 in Figure 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 Urban Design Section 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 the Recommendation section of this report 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. **Departure from Design Standards DDS-673:** The applicant has submitted DDS-673, to request a reduction of the standard, nonparallel parking space size from 9.5 feet by 19 feet to 9 feet by 19 feet, pursuant to Section 27-239.01 of the Zoning Ordinance. No reduction in the length of the parking space has been requested, only a 0.5-foot reduction in width. The applicant has submitted a Statement of Justification (SOJ) to address the required findings for a DDS indicated in Section 27-239.01(b)(7)(A). In order for the Planning Board to grant the departure, it shall make the following findings:

(i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;

The purposes of the M-X-T Zone are fulfilled by the applicant's proposal, as outlined in Finding 8. The purposes of Part 11, Off-Street Parking and Loading, are:

Section 27-550(a). Purposes.

(1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;

- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

The purposes of Subtitle 27 will be equally well or better served by the applicant's proposal. Specifically, the reduced parking space size allows for a more compact and efficient structured parking design, while providing off-street parking sufficient to serve the needs of the project. The reduced standard, nonparallel parking spaces will meet the needs of the site's users without overcrowding the land, or negatively impacting open space, adjacent land uses, or environmentally sensitive areas.

- (ii) The departure is the minimum necessary, given the specific circumstances of the request;**

The departure is necessary for efficiency of the design of the parking structure and to ensure that the required parking spaces can be provided entirely within the parking structure. In addition, the newly adopted Zoning Ordinance provides for 9-foot-wide parking spaces in various instances.

- (iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;**

Staff agrees that the departure is necessary to alleviate circumstances specific to the site, particularly in regard to the proximity to the Branch Avenue Metro Station. The site is also a unique U-shape, which constrains the development envelope and the site layout.

- (iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.**

Staff agrees that the departure will not impair the visual, functional, or environmental quality or integrity of the site, or of the surrounding neighborhood because the parking on this site is mainly in the parking garage. The 35 surface parking spaces are behind the office building and are also blocked visually from both rights-of-way. Specifically, the functionality of each individual parking space will not be affected. The departure will allow for a more efficient yet fully functional parking design that will serve the needs of the project.

In conclusion, staff supports DDS-673, for a departure of 6 inches in width to allow a standard, nonparallel parking space size of 9 feet in width by 19 feet in length.

- g. 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. Staff recommends 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 is currently pending with the Planning Board. In accordance with Section 27-270, Order of Approvals, the subject DSP cannot be approved, prior to the approval of PPS 4-20018. 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 the Recommendation section of this report 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 of Recommendation

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 Director recommends APPROVAL 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 the Recommendation section of this report.

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. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized, as follows:
 - a. **Community Planning**—The Community Planning Division, in a memorandum dated November 18, 2020, incorporated herein by reference, indicated that pursuant to Part 3, Division 9, Subdivision 3, of the Zoning Ordinance, Master Plan conformance is not required for this application.

The Community Planning Division further noted that the Southern Green Line Station Area Sector Plan recommends mixed-use and transportation (parking garage) land uses on the subject property. The Community Planning Division did not identify any issues with this DSP.

- b. **Subdivision Review**—In a memorandum dated November 24, 2020 (Vatandoost to Zhang), incorporated herein by reference, the Subdivision Section noted that all related conditions of the PPS, once approved, 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**—In a memorandum dated November 17, 2020 (Schneider to Zhang), incorporated herein by reference, the Environmental Planning Section provided findings, as follows:

Specimen Trees

A Subtitle 25 Variance was submitted with PPS 4-20018 to remove one Specimen Tree (T1). At this time, this specimen tree removal request and PPS are pending approval by the Planning Board. Staff recommends approval of 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**—In a memorandum dated November 18, 2020 (Masog to Zhang), incorporated herein by reference, the Transportation Planning Section 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 Transportation Planning Section 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, the Transportation Planning Section stated that from the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a DSP, as described in the Zoning Ordinance.

- e. **Trails**—In a memorandum dated November 13, 2020 (Ryan to Zhang), incorporated herein by reference, the Transportation Planning Section 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 trails planner 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 report.

The Transportation Planning Section 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 the Recommendation section of this report.

- f. **Historic Preservation**—In a memorandum dated November 3, 2020 (Stabler to Zhang), incorporated herein by reference, the Historic Preservation Section 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 recommended.
 - g. **Permits**—In a memorandum dated November 16, 2020 (Jacobs to Zhang), incorporated herein by reference, the Permit Section provided three comments on this DSP, and one pertinent comment has been included as a condition of approval in the Recommendation section of this report.
 - h. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not offer official comments on the subject application.
 - i. **Prince George’s County Health Department**—In a memorandum dated October 27, 2020 (Adepoju to Zhang), incorporated herein by reference, the Health Department offered three comments on the subject application. The comments on noise and dust have been included as conditions in the Recommendation section of this report.
 - j. **Prince George’s County Police Department**—In a memorandum dated October 29, 2020 (Contic to Planning Coordinator), incorporated herein by reference, the Police Department indicated that they have no comments on the subject application.
 - k. **Washington Suburban Sanitary Commission (WSSC)**—In an email dated October 28, 2020 (Hall to Zhang), incorporated herein by reference, 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, if approved with the conditions recommended 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.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE this application, as follows:

- A. APPROVE Departure from Design Standards DDS-673 for Two Town Center, to allow a reduction in the parking space size to 9 feet by 19 feet for both structured and surface parking spaces.
- B. APPROVE Detailed Site Plan DSP-20036 and Type 2 Tree Conservation TCP2-038-2020 for Two Town Center, subject to 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 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 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.

ITEM: 5 & 6

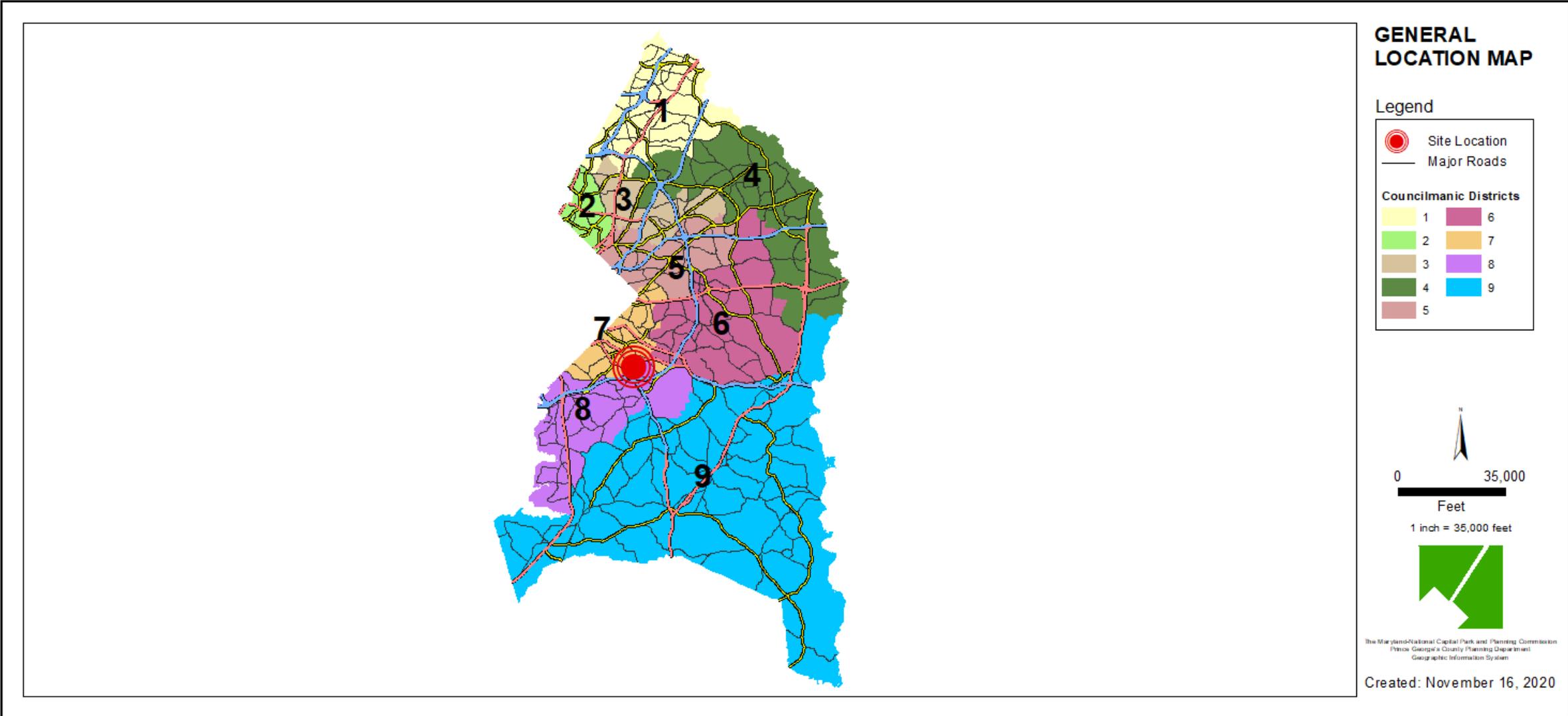
CASE: DSP-20036 & DDS-673

TWO TOWN CENTER (ETOD)

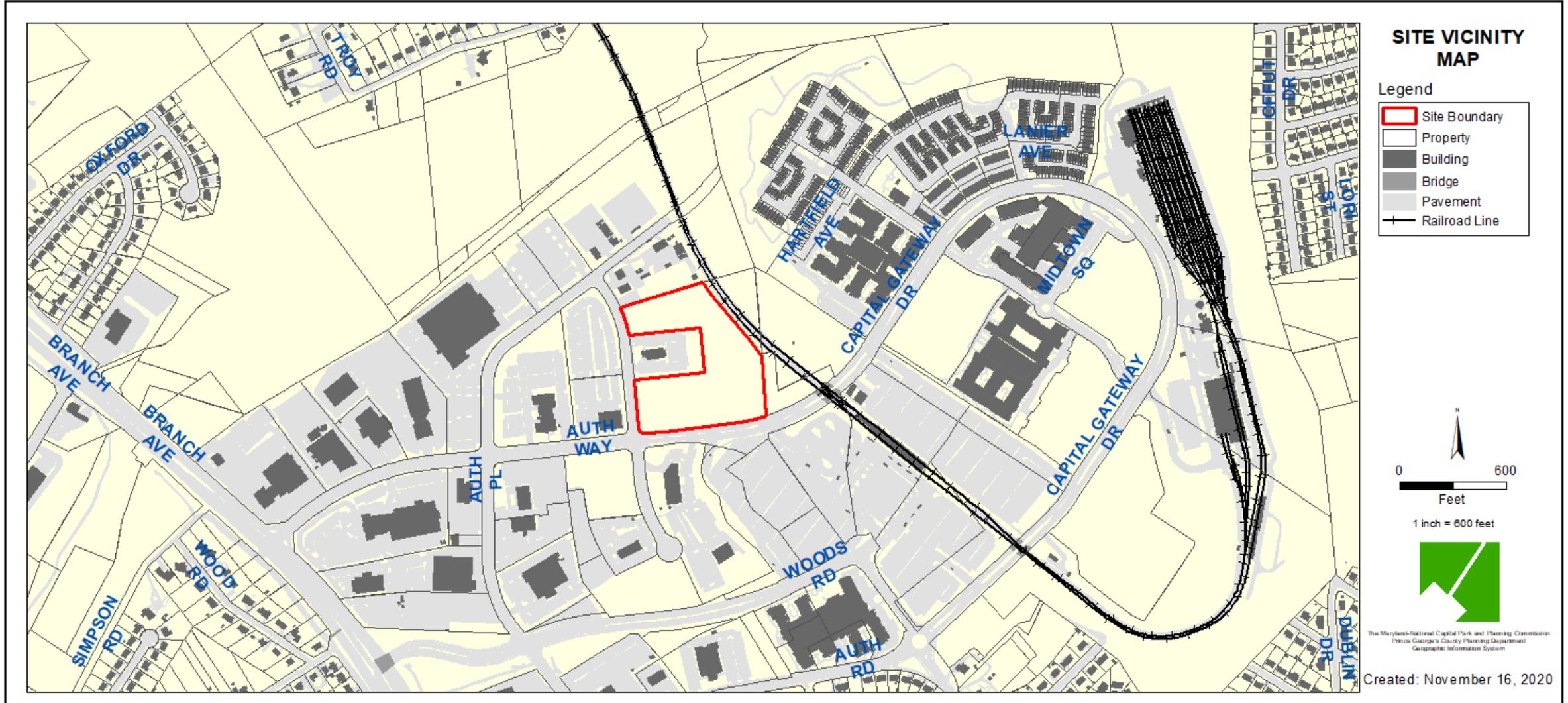
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



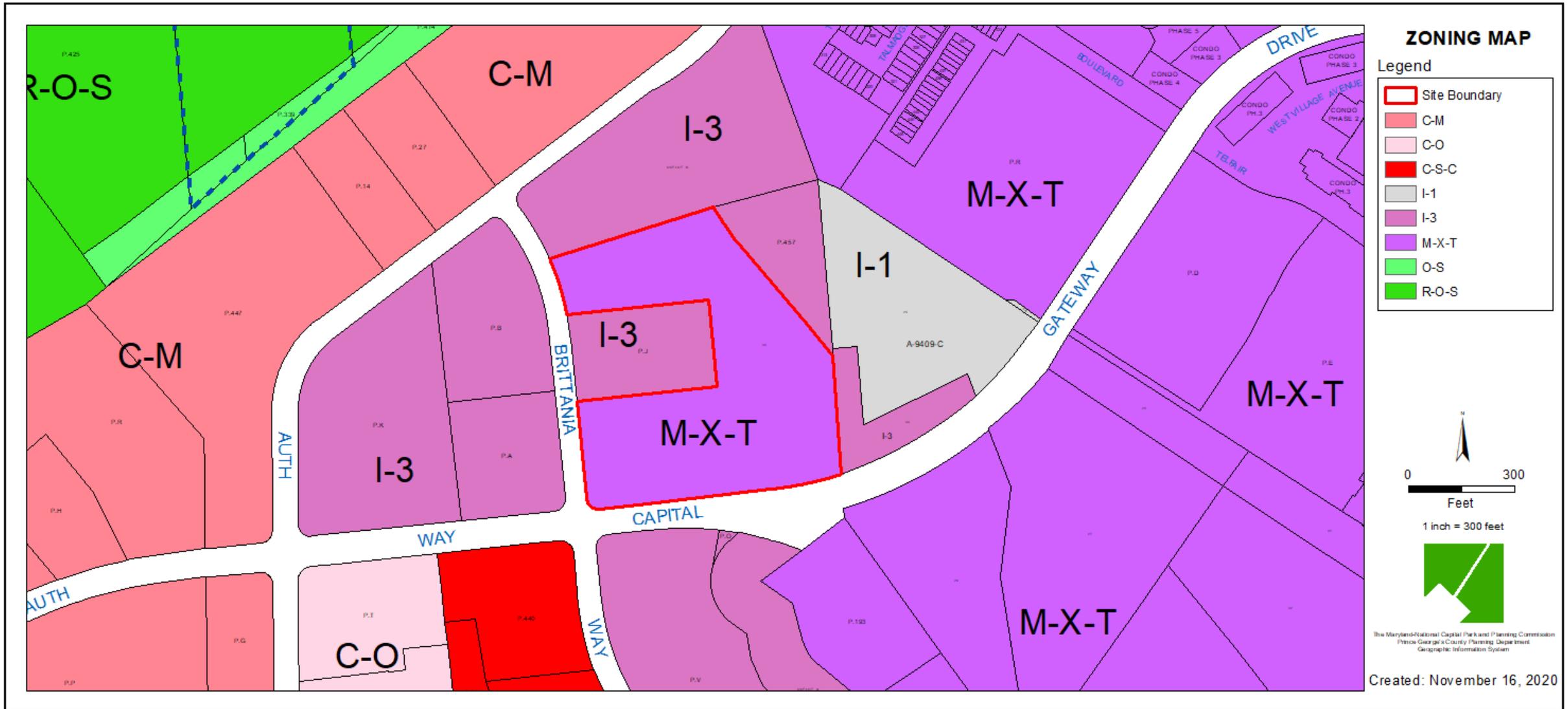
GENERAL LOCATION MAP



SITE VICINITY



ZONING MAP



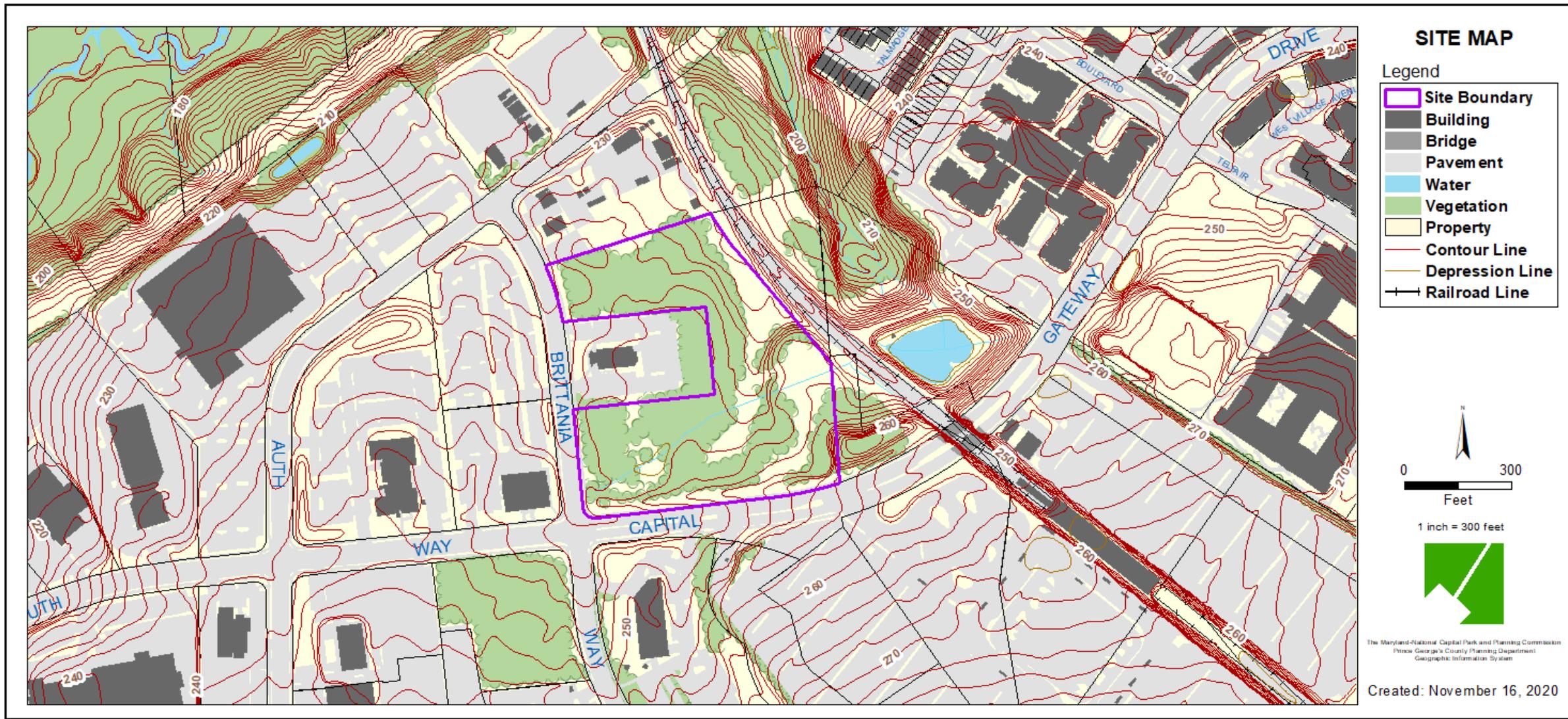
OVERLAY MAP



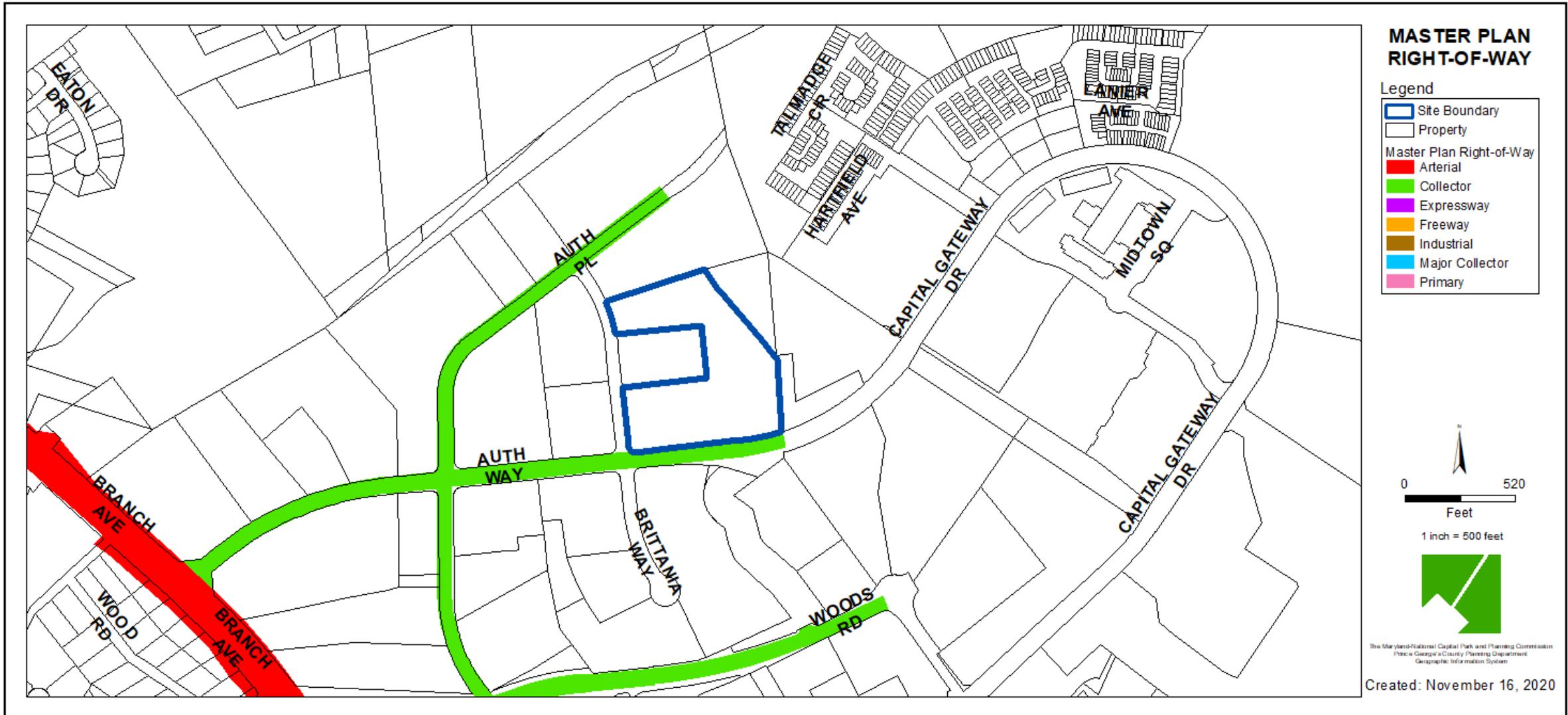
AERIAL MAP



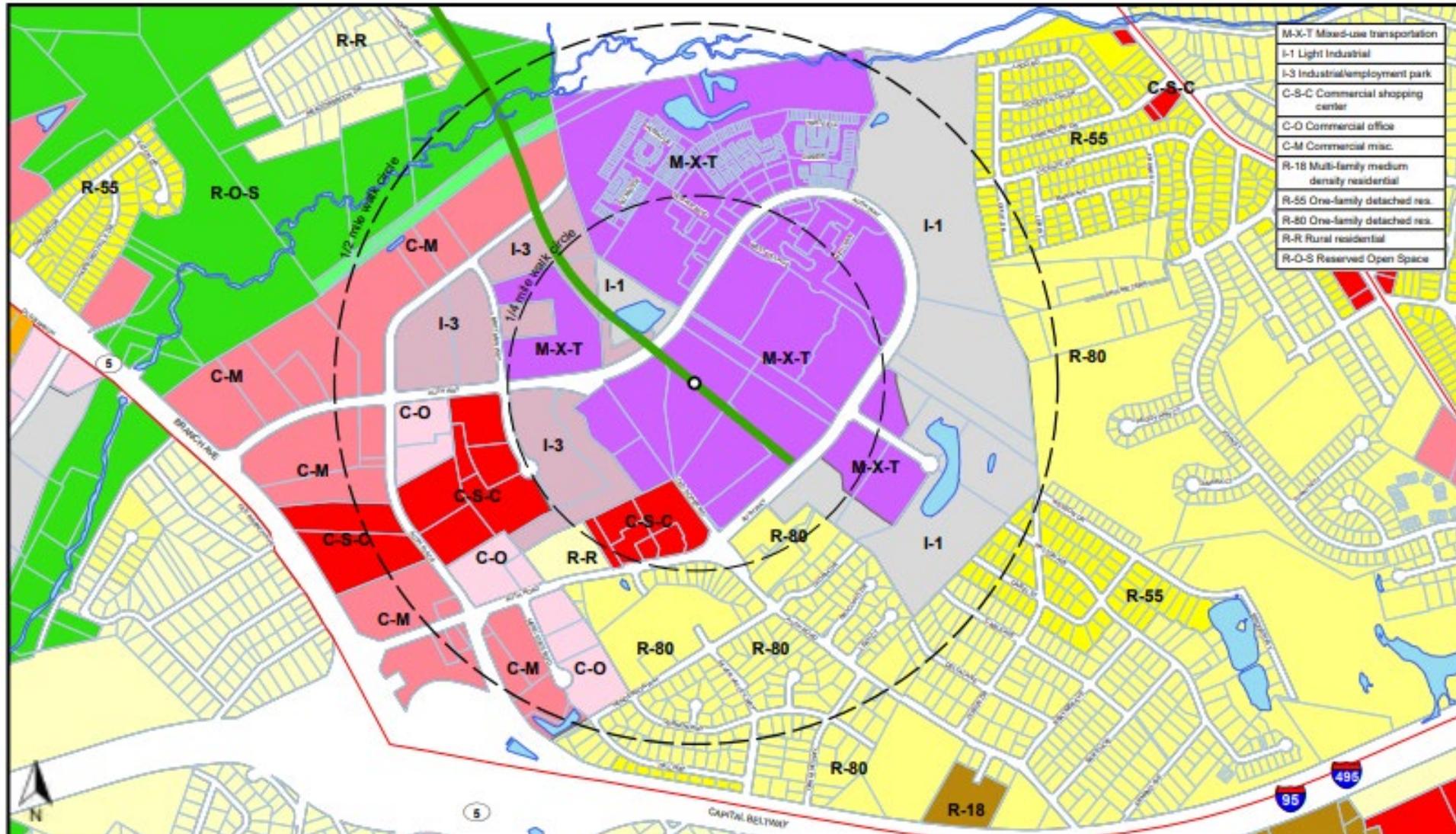
SITE MAP



MASTER PLAN RIGHT-OF-WAY MAP



SOUTHERN GREEN LINE SECTOR PLAN - BRANCH AVENUE METRO STATION

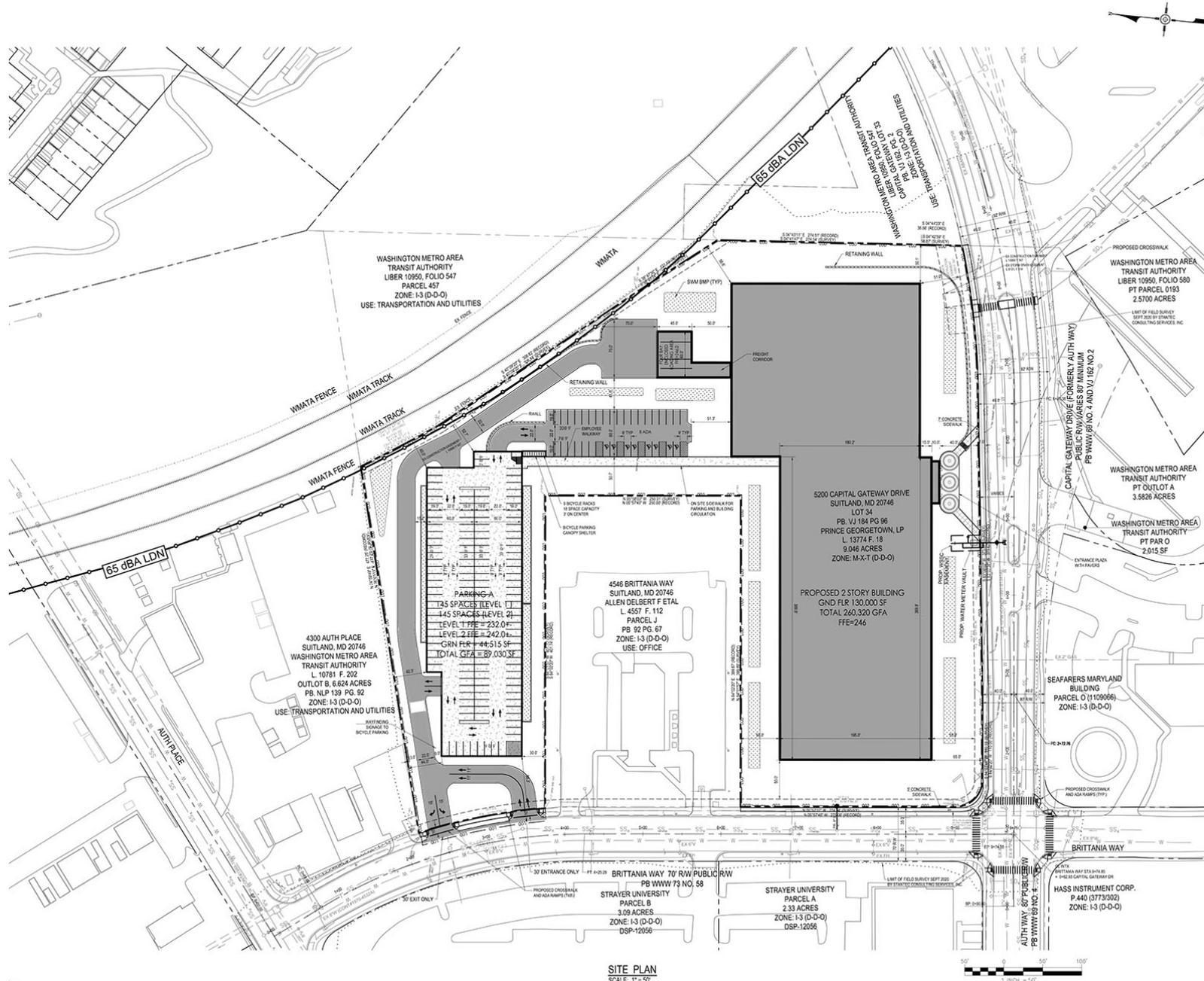


M-X-T	Mixed-use transportation
I-1	Light Industrial
I-3	Industrial/employment park
C-S-C	Commercial shopping center
C-O	Commercial office
C-M	Commercial misc.
R-18	Multi-family medium density residential
R-55	One-family detached res.
R-80	One-family detached res.
R-R	Rural residential
R-O-S	Reserved Open Space

BIRD'S-EYE VIEW WITH APPROXIMATE SITE BOUNDARY OUTLINED

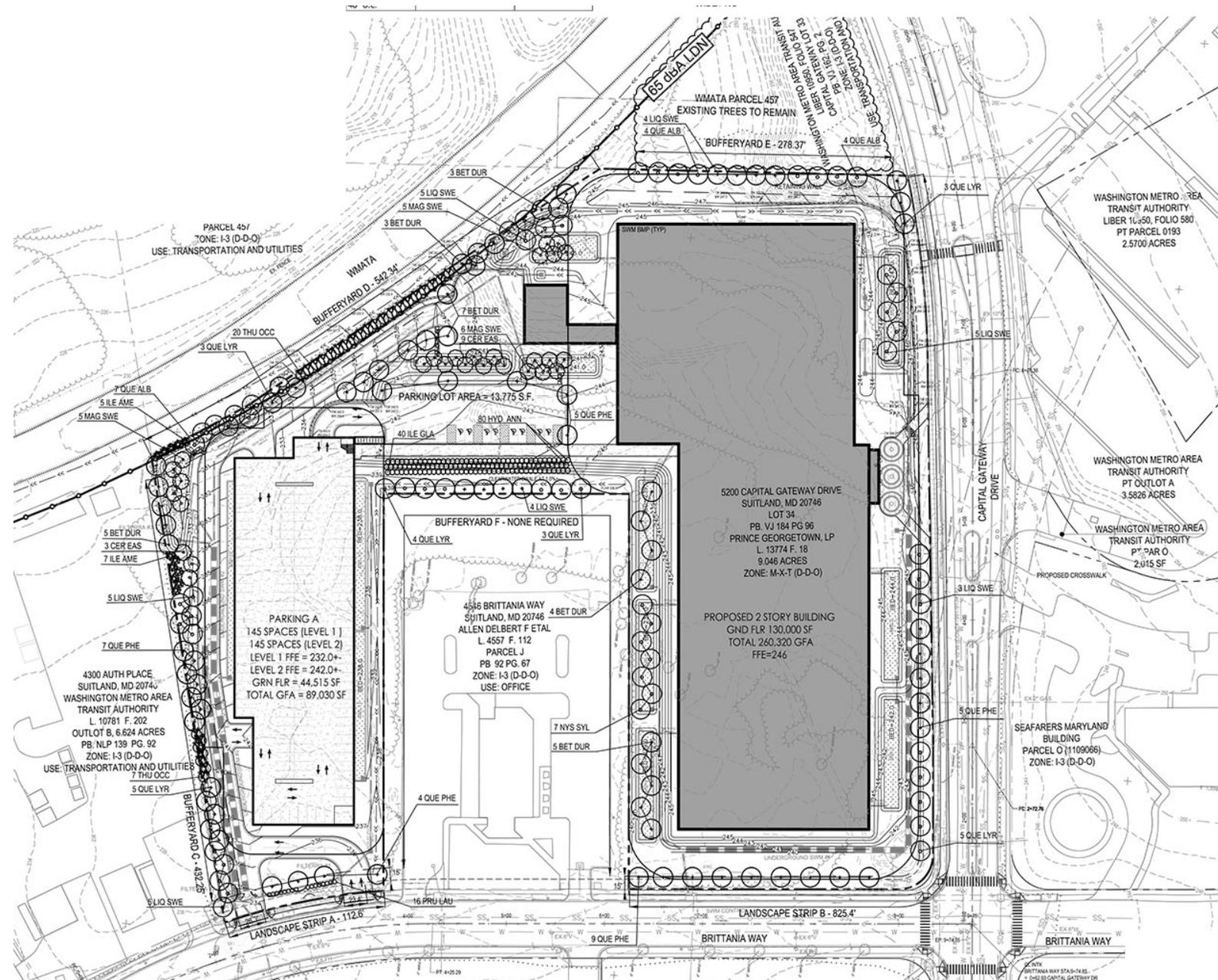


SITE PLAN



SITE PLAN
SCALE: 1" = 50'

LANDSCAPE PLAN



RENDERING



THE APPROVAL BLOCK IS FOR OFFICIAL USE ONLY

Official certifies that this plan meets conditions of final approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: Two Town Center at Camp Springs

PROJECT NUMBER: DSP-20036

For Conditions of Approval see the Plan Cover Sheet or Approval Sheet. Approval is void if not included in the Plan Number.

TWO TOWN CENTER
 PRINCE GEORGE'S COUNTY, MD | August 13, 2020
 ©2020 | Shalom Baranes Associates, PC

ENTRANCE RENDERING FROM SOUTHEAST

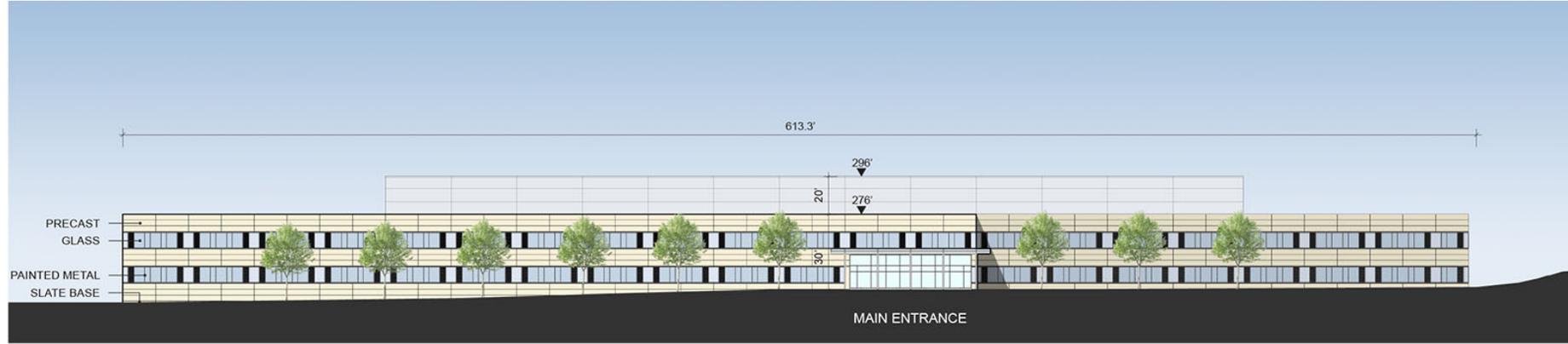


RENDERING

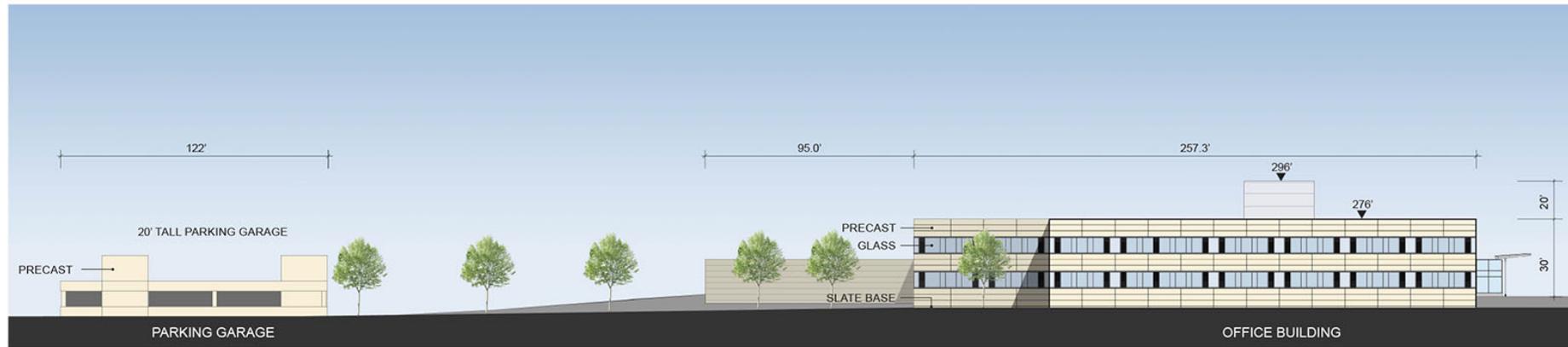


Perspective Rendering of 5200 Capital Gateway Drive.

ELEVATIONS, SOUTH AND WEST



01 | OFFICE BUILDING - SOUTH ELEVATION



02 | OFFICE BUILDING - WEST ELEVATION

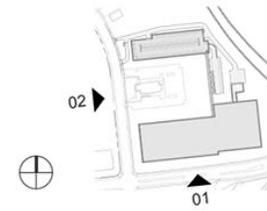
THIS APPROVAL BLOCK IS FOR OFFICIAL USE ONLY. All other conditions shall be per the conditions of the approval by the Planning Board, its designee or the District Council.

M-NCPPC APPROVAL

PROJECT NAME: Two Town Center at Camp Springs

PROJECT NUMBER: DSP-20036

For Conditions of Approval see Site Plan Cover Sheet in Approval Sheet. Please refer to the attached documents for the Project Location.



TWO TOWN CENTER
 PRINCE GEORGE'S COUNTY, MD | October 12, 2020
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shalom baranes associates | Peter N.G. Schwartz Company



ELEVATIONS, NORTH AND EAST



03 | OFFICE BUILDING - NORTH ELEVATION



04 | OFFICE BUILDING - EAST ELEVATION

THIS APPROVAL BLOCK IS FOR OFFICIAL USE ONLY

DR shall verify that this date meets specifications of that approved by the Planning Board, to the extent of the Board's jurisdiction.

M-NCPPC APPROVAL

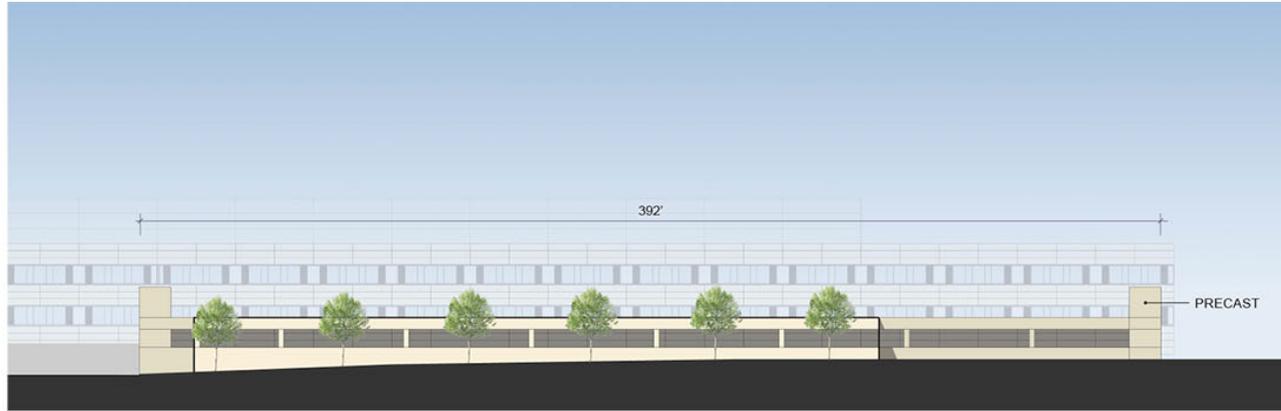
PROJECT NAME: Two Town Center at Camp Springs

PROJECT NUMBER: DSP-20036

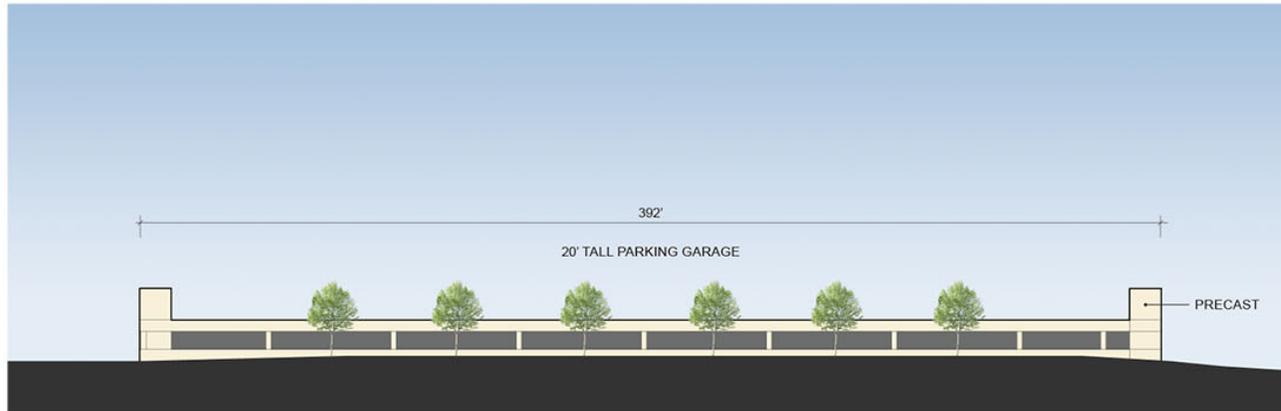
For Conditions of Approval use the Plan Cover Sheet or Approval Sheet. Approval conditions shall be included on the Approval Sheet.



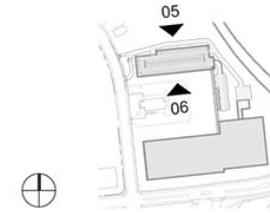
PARKING GARAGE ELEVATIONS



05 | PARKING GARAGE - NORTH ELEVATION



06 | PARKING GARAGE - SOUTH ELEVATION



THIS APPROVAL BLOCK IS FOR OFFICIAL USE ONLY

DRD also certifies that this plan meets the conditions of final approval by the Planning Board, to the degree of the Council's Consent.

M-NCPPC APPROVAL

PROJECT NAME: Two Town Center at Camp Springs
PROJECT NUMBER: DSP-20036
For Conditions of Approval see Site Plan Cover Sheet or Figure 20 and Resolution and Plans included herewith as a part of this application.



14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
www.pgplanning.org

301-952-3972

November 18, 2020

MEMORANDUM

TO: Henry Zhang AICP, Master Planner, Urban Design Section, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division 

FROM: Thomas Lester, Planner Coordinator, Long-Range Planning Section, Community Planning Division TEL

SUBJECT: DSP-20036 Two Town Center

FINDINGS:

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

BACKGROUND

Application Type: Preliminary Plan of Subdivision.

Location: 5200 Capital Gateway Drive, Suitland, MD 20746

Size: 9.04 Acres

Existing Use: Undeveloped

Proposal: Office building, parking garage

GENERAL PLAN, MASTER PLAN, AND SMA

General Plan: This application is in the Branch Avenue Metro Regional Transit District. The vision for the Regional Transit Districts is to develop high-density, vibrant, and transit-rich mixed-use areas envisioned to capture the majority of future residential and employment growth and development in the County. The general plan also recommends mixed-use and commercial land uses for the subject property.

Master Plan: The 2014 *Approved Southern Green Line Station Area Sector Plan* recommends mixed-use and transportation (parking garage) land uses on the subject property.

Planning Area: 76 A

Community: The Heights

Aviation/MIOZ: This application is not located within an Aviation Policy Area (APA) or the Military Installation Overlay (MIOZ) zone.

SMA/Zoning: The 2014 *Approved Southern Green Line Station Area Sectional Map Amendment* rezoned the subject property into the M-X-T (Mixed Use-Transportation Oriented) zone and applied the Southern Green Line DDOZ (Development District Overlay Zone.)

MASTER PLAN CONFORMANCE ISSUES:

None

c: Long-range Agenda Notebook

Scott Rowe, AICP-CNU A , Supervisor Long Ranges Section, Community Planning Division

November 24, 2020

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section

VIA: Mridula Gupta, Planner Coordinator, Subdivision and Zoning Section *MG*

FROM: Mahsa Vatandoost, Senior Planner, Subdivision and Zoning Section *MV*

SUBJECT: DSP-20036, DDS-673 (EDOT); Two Town Center- REVISED

The subject property is located on Tax Map 88 Grid F3, F4 and Tax Map 89 Grid A3, and is known as Lot 34 of Capital Gateway recorded in the Prince George's County Land Records in Plat Book VJ 184- 96. The subject property is 9.04 acres and is zoned M-X-T within the M-I-O and D-D-O Overlay zones. The property is also subject to the 2014 Southern Green Line Station Area Sector Plan and Sectional Map Amendment. The site is currently undeveloped. The applicant is proposing to develop the property with 260,360 square-feet of office use.

There is a Preliminary Plan of Subdivision (PPS) 4-20018 associated with this property, which was accepted on October 22, 2020, is simultaneously under review and scheduled to be heard by the Planning Board on December 10, 2020. The following condition of the PPS has been recommended which is applicable to the DSP. The following condition of the PPS has been recommended which is applicable to the DSP and should be noted on the DSP:

11. Prior to issuance of a use and occupancy permit for nonresidential development, the applicant, and the applicant's heirs, successors, and/or assignees shall:
 - a. Contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility.
 - b. Install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR) requirements (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED.
 - c. Install and maintain bleeding control kits next to fire extinguisher installation and no more than 75 feet from any employee.

Also, 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 referral is provided for the purposes of determining conformance with any underlying subdivision approvals for the subject property and Subtitle 24. The DSP has been found to be in substantial conformance with the pending preliminary plan of subdivision. 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. There are no other subdivision issues at this time.

Countywide Planning Division
Transportation Planning Section

301-952-3680

November 18, 2020

MEMORANDUM

TO: Henry Zhang, Urban Design Review Section, Development Review Division

FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-20036 and DDS-673: Two Town Center**

Proposal

The applicant proposes an office building and parking garage.

Background

There are no transportation-related findings related to traffic or adequacy associated with a detailed site plan (DSP). The site is on an existing parcel to be created pursuant to Preliminary Plan of Subdivision (PPS) 4-20018, which is pending at the writing of this referral and must be approved prior to approval of this DSP. The transportation conditions of approval that are applicable to this DSP are discussed in a later section of this memo. The plan is also reviewed against prior plan Conceptual Site Plan (CSP)-01016 (CSP-01015 is included in the case file, but there is no evidence that CSP-01015 is applicable to this piece of property). There is also a prior PPS 4-98024; the pending PPS seeks to modify the transportation trip cap, and so the pending PPS completely supplants the prior one.

The subject property is within the *Approved Southern Green Line Station Area Sector Plan*. As such, the site plan is required for development and redevelopment within the TDDP area to ensure conformance to standards established within that document. The site plan is required to address issues related to architecture, building siting, and relationships between the development and any open space. The site plan is also required to address general detailed site plan requirements such as access and circulation.

While parking within the M-X-T Zone is typically addressed consistent with Section 27-574 of the Zoning Ordinance, the *Approved Southern Green Line Station Area Sector Plan* has standards which override the standards in Subtitle 27. The applicant seeks to modify the standards for parking space size within the garage, and so a departure from design standards (DDS) is included in the review.

The transportation-related findings are limited to the circumstance in which at least six years have elapsed since a finding of adequacy was made, which is a requirement of the M-X-T Zone within Part 10 of the Zoning Ordinance. In this case, the most recent finding regarding transportation adequacy will presumably be made in December 2020 in connection with PPS 4-20018, and so further traffic-related analyses are not required.

Review Comments

The table below summarizes 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	square feet	405	50	455	64	365	429
Proposed Development: DSP-20026			405	50	455	64	365	429
Trip Cap - 4-20018					455			429

The development shown on this plan is generally consistent with the approved preliminary plan 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.

Prior Approvals

CSP-01016 was approved by the Planning Board on May 31, 2001 (PGCPB No. 01-121). The Planning Board approved the CSP with two traffic-related conditions which merit discussion at this time, 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, and the proposed development goes beyond Phase I as defined by Condition 1. Condition 1 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 a 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.

PPS 4-20018 is scheduled to be heard by the Planning Board on December 17, 2020 (there is no approved resolution at this time). The technical staff report will include a single traffic-related condition:

Total development within the subject property shall be limited to uses that would generate no more than 455 AM and 429 PM peak-hour vehicle trips. Any development generating an impact greater than that identified herein above shall require a new preliminary plan of subdivision, with a new determination of the adequacy of transportation facilities.

This condition establishes an overall trip cap for the subject property of 455 AM and 429 PM peak-hour trips. The proposed use would generate 455 AM and 429 PM peak-hour trips as noted in the table above; therefore, the proposal is within the trip cap.

It is therefore determined that all prior conditions are met.

DDS-673

The spaces being provided within the parking garage (except for the handicap spaces) are all based on a reduced dimension of 9 feet by 19 feet instead of the Ordinance-required 9.5 feet by 19 feet. Pursuant to Section 27-587 of the Zoning Ordinance, the applicant is proposing to reduce the size of the proposed parking spaces as described above. The applicant has submitted a statement of justification (SOJ) to address the required findings for a DDS, indicated in Sec. 27-587 and 27-239.01(b)(7)(A).

In order for the planning board to grant the departure, it shall make the following findings:

i. The purposes of this subtitle will be equally well or better served by the applicant's proposal;

Comment: The reduction in size to the proposed size for the entirety of the development will sufficiently provide off-street for all the needs of the project. Nine-foot widths have been used in many of the structured parking facilities serving recent developments in the County and have functioned without incident in a variety of locations. Additionally, the newly adopted Zoning Ordinance provides for 9-foot spaces in various instances.

ii. The departure is the minimum necessary, given the specific circumstances of the request;

Comment: The departure of six inches in width is relatively insignificant on a space by space basis. As noted, this space size is contemplated by the newly adopted Zoning Ordinance, as well as smaller space sizes. The departure will enable the parking garage to function efficiently and to provide adequate parking for office workers and visitors.

iii. The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

Comment: The site is providing parking within a structure to serve the office use, and the site is a relatively compact site in an area where much parking is in structures. These features lend a unique character to the site.

iv. The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

Comment: The reduced parking space size will still accommodate vehicles while allowing adequate parking spaces in the same amount of area, thus reducing the disturbed area.

In summary, the transportation staff has determined that the departure is supportable and would note that a number of departures of this nature have been supported for use in parking garages within Prince George's County.

Conclusion

From the standpoint of transportation, it is determined that this plan is acceptable and meets the finding required for a detailed site plan as described in the Zoning Ordinance.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Countywide Planning Division
Environmental Planning Section

301-952-3650

November 17, 2020

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section, DRD

VIA: Megan Reiser, Supervisor, Environmental Planning Section, CWPD *MKR*

FROM: Chuck Schneider, Planner Coordinator, Environmental Planning Section, CWPD *ACS*

SUBJECT: **Two Town Center; DSP-20036, DDS -673 and TCP2-038-2020**

The Environmental Planning Section (EPS) has reviewed the above referenced Detailed Site Plan, Departure from Design Standards, and a Type 2 Tree Conservation Plan (TCP2) stamped as received on October 22, 2020. Verbal and written comments were provided in a Subdivision Development Review Committee meeting on October 30, 2020. Revised plans were submitted on November 6, 2020. The Environmental Planning Section recommends approval of DSP-20036, DDS-673 and TCP2-038-2020 subject to conditions listed at the end of this memorandum.

Background

Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
NRI-126-2020	N/A	Staff	Approved	10/19/2020	N/A
4-20018	TCP1-021-2020	Planning Board	Pending	Pending	Pending
DSP-20036	TCP2-038-2020	Planning Board	Pending	Pending	Pending

Proposed Activity

The applicant is requesting approval of a Detailed Site Plan and a Type 2 Tree Conservation Plan for the construction of a 260,360 square-foot government office building and an 89,030 square-foot parking garage.

Grandfathering

This project is subject to the current regulations of Subtitles 24, 25, and 27 that came into effect on September 1, 2010 and February 1, 2012 because the application has a recently approved preliminary plan of subdivision.

Site Description

This 9.04-acre site is in the M-X-T zone and located in the northeast quadrant of Auth Way/Capital Gateway Drive and Britannia Way. The property is a wooded "U" shaped parcel surrounding an existing building and parking located at 4546 Britannia Way. According to mapping research, and as documented on the approved NRI, there are no Regulated Environmental Features (REF) present on-site. This site drains to Henson Creek, within the Potomac River Basin. No steep slope areas occur on-site. The predominant soils found to occur on-site, according to the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS), are the Sassafras-Urban land complex and Udorthents -Urban land complex. According to available information, Marlboro clay and Christiana complexes are not found to occur on this property. According to the Sensitive Species Project Review Area (SSPRA) layer prepared by the Maryland Department of Natural Resources Natural Heritage Program (DNR NHP), there are no Rare, Threatened, or endangered (RTE) species on or in the vicinity of this property. The adjacent above ground Metro line is a nearby noise and vibration source. The proposed office use is not expected to be a noise generator. There are no designated scenic or historic roads adjacent to or within the site area. According to the *Approved Countywide Green Infrastructure Plan* of the *Approved Prince George's County Resource conservation Plan* (May 2017), the site contains Regulated and Evaluation Areas within the designated network of the plan.

Review of Previous Cases

Preliminary Plan of Subdivision (PPS), 4-20018, has been reviewed by staff and is pending approval by the Planning Board. There were no major environmental issues identified with the PPS.

Environmental Review

Natural Resource Inventory Plan/Existing Features

A Natural Resource Inventory, NRI-126-2020, was approved on October 19, 2020, and was provided with this application. The site contains no REF and 6.65- acres of woodlands. There is one specimen tree, a 33-inch DBH American elm in good condition, located in the southwestern portion of the property. The TCP2 and the Detailed Site Plan show all the required information correctly in conformance with the NRI. No revisions are required for conformance to the NRI.

Woodland Conservation

This property is subject to the provisions of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) because it has previously approved Tree Conservation Plans. A Type 2 Tree Conservation Plan (TCP2-038-2020) was submitted with the detailed site plan application.

The site contains a total of 6.65 acres of woodlands and has a woodland conservation threshold (15%) 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 4.04 acres of off-site woodland conservation credits. Minor revisions are required to the TCP2 as outlined in the recommended condition.

Specimen Trees

A Subtitle 25 Variance was submitted with the preliminary plan of subdivision (4-20018) application to remove one specimen tree (T1). At this time, this specimen tree removal request and preliminary plan of subdivision are pending approval by the Planning Board. There are no changes with this application regarding the status of the specimen tree removal request. Staff recommended approval of the variance for specimen tree removal with the review of the PPS. No further information required for specimen tree removal.

Preservation of Regulated Environmental Features/Primary Management Area

The proposed application does not contain any on-site REF or Primary Management Areas (PMA).

Stormwater Management

A Stormwater Management Concept plan and approval letter was submitted with the subject application (Concept approval #28910-2020). Proposed SWM features include 10 planter boxes, 5 micro-bioretenion facilities, and 3 filterra units. The concept approval expires October 22, 2023. The concept letter indicates no SWM fee-in-lieu for on-site attenuation/quality control measures. No further action regarding SWM is required with this DSP review.

Summary of Recommended Findings and Conditions

The Environmental Planning Section recommends approval of Detailed Site Plan DSP-20036, Departure from Design Standards DDS-673, and TCP2-038-2020 subject to the following findings and conditions:

Recommended Findings:

1. The required findings of Section 25-119(d) were adequately addressed for the removal of the one specimen tree with Preliminary Plan 4-20018.
2. The property does not contain any Regulated Environmental Features (REF).

Recommended Conditions:

1. Prior to signature approval of the Detailed Site Plan, the TCP2 shall be revised as follows:
 - a. 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."
 - b. Add "TCP2-038-2020" to the approval block and woodland conservation worksheet.
 - c. Remove slope table and any slope symbols on the plan view and legend.
 - d. Revise the specimen tree chart to add "to be removed" to the condition column.
 - e. Revise general Note 10 to read "No woodland preservation, afforestation, or reforestation on-site".
 - f. Remove the off-site mitigation table.
 - g. Add a Tree Protection Fence symbol to the legend and label. Show TPF on the plan view.
 - h. Add a Limit of Disturbance (LOD) symbol to the legend and label. Show a LOD on the plan view.

i. Have the revised plan signed and dated by the qualified professional who prepared it.

If you have any questions concerning these comments, please contact me at 301-952-5404 or by e-mail at alwin.schneider@ppd.mncppc.org.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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Countywide Planning Division
 Transportation Planning Section

301-952-3680

November 13, 2020

MEMORANDUM

TO: Henry Zhang, Urban Design Section, Development Review Division

FROM: Benjamin Ryan, Planner, Transportation Planning Section, CWPD 

VIA: Bryan Barnett-Woods, Transportation Planning Section, CWPD 

SUBJECT: Detailed Site Plan Review for Pedestrian and Bicycle Transportation Compliance

The following detailed site plan was reviewed for conformance with the appropriate sections of Subtitle 27, Part 3, Division 9; Subtitle 27, Part 10, Division 2;-the 2009 *Approved Countywide Master Plan of Transportation* (MPOT); and the 2014 *Approved Southern Green Line Station Area Sector Plan* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-20036

Development Case Name: Two Town Center

Type of Master Plan Bikeway or Trail

Municipal R.O.W.	<u> </u>	Public Use Trail Easement	<u> </u>
PG Co. R.O.W.	<u> X </u>	Nature Trails	<u> </u>
SHA R.O.W.	<u> </u>	M-NCPPC - Parks	<u> </u>
HOA	<u> </u>	Bicycle Parking	<u> X </u>
Sidewalks	<u> X </u>	Trail Access	<u> </u>

Detailed Site Plan Background	
Building Square Footage (non-residential)	260,360 Square-Feet (Office) 89,030 (Parking Garage)
Number of Units (residential)	N/A
Abutting Roadways	Capital Gateway Drive, Britannia Way
Abutting or Nearby Master Plan Roadways	Capital Gateway Drive (C-707), Auth Place (C-706)
Abutting or Nearby Master Plan Trails	Planned Shared Roadway: Capital Gateway Drive, Auth Place, Auth Road
Proposed Use(s)	Office
Zoning	M-X-T
Centers and/or Corridors	Branch Avenue Metro
Prior Approvals on Subject Site	4-98024, CSP-01016

Subject to 24-124.01	Yes
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Existing Conditions, Sidewalks, and Bike Infrastructure

The submitted application proposes the subdivision and creation of one parcel to be used for 260,360 square-feet of office and 89,030 square-feet of parking garage on 9.04 acres. The subject site is located on the northeast quadrant of the intersection of Capital Gateway Drive and Britannia Way. Four-foot-wide sidewalks are currently in place along both frontages along Capital Gateway Drive and Britannia Way. The area under review for the subject application falls within a 2035 General Plan Center, specifically the Branch Avenue Metro Center, and the subdivision application for the site is therefore subject to 24-124.01 of the subdivision regulations and the “Transportation Review Guidelines, part 2.”

Furthermore, the subject site is within a General Plan 2035 Center, and staff recommend that frontage streets are built following the 2017 Department of Public Works & Transportation (DPW&T) Urban Street Design Standards consistent with CB-86-2015 and CR-085-2016, which recommends urban street standards for Regional Transit Districts, such as the Branch Avenue Metro Regional Transit District.

Previous Conditions of Approval

Conceptual Site Plan CSP-01016 includes the following conditions of approval related to on-site pedestrian improvements, specific to the subject property.

- 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.

Comment: The submitted plans meet the criteria established in this condition of approval and display the facility being constructed along the eastern edge of the subject property, providing a close connection to the Branch Avenue Metrorail Station. A crosswalk crossing Capital Gateway Drive that links the subject property to the Branch Avenue Metro Station is also included.

- 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.

Comment: The submitted plans propose a seven-foot-wide sidewalk along the frontage of Capital Gateway Drive and a five-foot-wide sidewalk along the frontage of Britannia Way. Staff recommend that eight-foot-wide sidewalks along both roadway frontages be provided, consistent with CSP-01016, condition 8a, unless modified by the Department of Permits Inspections and Enforcement (DPIE) with

written correspondence.

In addition to complying with CSP-01016 condition of approval, eight-foot-wide sidewalks are consistent with the 2017 DPW&T Urban Street Design Standards, which include eight-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 eight-foot-wide sidewalks and meet the Urban Design Standards with minimal modification. DIPE can require and implement the urban roadway section or can modify the standards for streets within the County right-of-way as appropriate.

There is a pending preliminary plan of subdivision application for the subject site (4-20018, Two Town Center). This case is expected to be heard by the Planning Board on December 12, 2020. The transportation section recommended the following conditions of approval.

1. In conformance with the Condition of Approval 8a of CSP-01016 (PGCPB No. 01-121), the applicant and the applicant’s heirs, successors, and assignees shall provide the following:
 - a. Eight-foot-wide sidewalk along the subject property’s frontage of Capital Gateway Drive, unless modified by the Prince George’s County Department of Permitting, Inspections, and Enforcement (DPIE) with written correspondence.
 - b. Eight-foot-wide sidewalk along the subject property’s frontage of and Britannia Way, unless modified by the Prince George’s County Department of Permitting, Inspections, and Enforcement (DPIE) with written correspondence.

Comment: Staff recommend eight-foot-wide sidewalks consistent with the preliminary plan recommendation.

2. In conformance with 2014 *Approved Southern Green Line Station Area Sector Plan*, the 2009 *Approved Countywide Master Plan of Transportation*, and the Subtitle 24, the applicant and the applicant’s heirs, successors and assigns shall provide and provide on the detailed site plan prior to certification:
 - a. A continental style crosswalk crossing Capital Gateway Drive, connecting the subject site the Branch Avenue Metrorail Station
 - b. Continental style crosswalks crossing all legs at the intersection of Capital Gateway Drive and Britannia Way
 - c. Shared roadway markings (sharrows) along the subject site frontage of Capital Gateway Drive

Comment: The submitted detailed site plan includes a crosswalk crossing Capital Gateway Drive, as wells as crosswalks on all legs at the intersection of Capital Gateway Drive and Britannia Way, consistent with pending condition 2a and 2b. As a detailed site plan, transportation facilities located in the right-of-way is beyond the scope of the application. Sharrows along the subject site’s frontage of Capital Gateway Drive can be required as appropriate by the DPIE or can be installed by the Department of Public Works & Transportation as part of a future roadway maintenance or capital improvement project.

3. Prior to approval of the first building permit for the subject property, the applicant and the applicant's heirs, successors, and/or assignees shall demonstrate that the following adequate pedestrian and bikeway facilities, as designated below, in accordance with Section 24-124.01 of the Subdivision Regulations ("Required Off-Site Facilities"), have (a) full financial assurances, (b) been permitted for construction through the applicable operating agency's access permit process, and (c) an agreed-upon timetable for construction and completion with the appropriate agency:
 - a. Four bus pads and shelter assemblies (located at 5000 Auth Road, 5200 Auth Road, 5000 Auth Way, 5001 Auth Way) consistent with the requirements of the Department of Public Works & Transportation practices
 - b. Thirty W11-1 & W16-1P bikeway signage assemblies mounted on post with base to be installed along Auth Way, Auth Place, Auth Road, and Capital Gateway Drive
 - c. Sixty-Two heat applied thermoplastic shared-lane markings (sharrows) to be installed along Auth Way, Auth Place, Auth Road, and Capital Gateway Drive
4. Prior to the certification of a detailed site plan, the applicant, and the applicant's heirs, successors, and/or assigns shall provide a pedestrian and bikeway exhibit that illustrates the location, limits, specifications, and details of the off-site pedestrian and bikeway adequacy facilities, as described above, consistent with 24-124.01(f).

Comment: Pending Conditions 3 and 4 are related to the adequate pedestrian and bikeway facilities in the area surrounding the subject site and will be reviewed at the time of building permit and detailed site plan certification.

Access and Circulation and conformance with Zoning Ordinance

The subject site includes a vehicular ingress and egress along Britannia Way and a pedestrian entrance along Capital Gateway Drive. There is a five-foot-wide sidewalk along Britannia Way and marked crosswalks at both driveways. There is a seven-foot-wide sidewalk on Capital Gateway Drive, special pavers leading to the building entrance, and a crosswalk crossing Capital Gateway Drive connecting to the Metrorail station.

Sections 27-283, Site Design Guidelines and 27-274(a)(2), Parking, loading and circulation, provide provisions for the design of the multimodal facilities associated with the subject application. Covered bicycle parking is provided on-site and way finding signage from the entrance driveway to the bicycle parking is provided.

(2) Parking, loading, and circulation.

- (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:
 - (v) Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;
 - (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;

- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.

Comment: Staff find that the bicycle and pedestrian circulation depicted in submitted site plan reflect the design guidelines of the zoning ordinance, pursuant to Section 27-583 and 27-274. Staff maintain recommendations for eight-foot-wide sidewalks along both street frontages.

Proposed Improvements and conformance with Mixed-Use-Transportation Zoning

The subject site is located within the Mixed-Use-Transportation (M-X-T) Zone. Section 27-256, Site Plans, provides additional requirements for a detailed site plan.

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

(1) The proposed development is in conformance with the purposes and other provisions of this Division;

Sec. 27-542. - Purposes.

(a) The purposes of the M-X-T Zone are:

(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;

(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;

Comment: Staff find that the multimodal transportation circulation and access of the submitted site plan reflect the purposes of the M-X-T zone.

(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 or include a major employment use or center which is consistent with the economic development strategies of the Sector Plan or General Plan;

Comment: Staff find that the submitted plan is in conformance with the design guidelines of the relevant master plans. Staff note that the area master plan for the subject site recommends seven-foot-wide sidewalk along Capital Gateway Drive. The recommended eight-foot-wide sidewalks is consistent with this guideline.

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

Comment: Staff find that the pedestrian system, with the recommended changes for eight-foot-wide sidewalks, is convenient and comprehensively designed to encourage pedestrian activity within the development. Wider sidewalks not only support the M-X-T purposes, including promoting reduction in

automobile use, is also in a Plan 2035 Center, in which Plan Prince George's 2035 recommends focusing on pedestrian and bicycle facilities and transit upgrades for centers.

- (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);

Comment: Staff find that the pedestrian activity areas pay adequate attention to human scale and high quality urban design.

- (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 (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).

Comment: A finding of transportation adequacy, including pedestrian and bikeway adequacy, is pending as part of Preliminary Plan of Subdivision 4-20018.

Review of Master Plan Compliance:

This development case is subject to 2009 *Approved Countywide Master Plan of Transportation* (MPOT), which recommends the following facilities:

Planned Shared Roadway: Capital Gateway Drive

Comment: Shared roadways are recommended as part of the pending preliminary plan of subdivision application.

The MPOT provides policy guidance regarding multimodal transportation and the Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling.

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

Policy 5: Evaluate new development proposals in the Developed and Developing Tiers for conformance with the complete streets principles.

The Transportation Systems Section of the 2014 *Approved Southern Green Line Station Area Sector Plan* makes the following observations and recommendations about the Branch Avenue Metro 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 cuts ridership from the bus more. 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 (p.63)

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

Comment: The proposed and recommended bicycle and pedestrian improvements which have been submitted with the subject application and the pending preliminary plan of subdivision application will improve bike and pedestrian access to the Branch Avenue Metrorail Station and help meet the goals of the MPOT and the area master plan.

Conclusion

Based on the findings presented above, staff conclude that the multimodal transportation site access and circulation of this plan is acceptable, consistent with the site design guidelines pursuant to Sections 27-283 and 27-274, and 27-546, and meets the findings required by Section 27-285(b) for a detailed site plan for multimodal transportation purposes, if the following condition(s) is(are) met:

1. Prior to certification of the detailed site plan, the applicant, or the applicant's heirs, successors, and/or assigns shall revise the plans to provide:
 - a. Eight-foot-wide sidewalk along the subject property's frontage of Capital Gateway Drive, unless modified by the Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE) with written correspondence.
 - b. Eight-foot-wide sidewalk along the subject property's frontage of and Britannia Way, unless modified by the Prince George's County Department of Permitting, Inspections, and Enforcement (DPIE) with written correspondence.



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Countywide Planning Division
Historic Preservation Section

301-952-3680

November 3, 2020

MEMORANDUM

TO: Henry Zhang, Urban Design Section, Countywide Planning Division

VIA: Howard Berger, Historic Preservation Section, Countywide Planning Division **HSB**

FROM: Jennifer Stabler, Historic Preservation Section, Countywide Planning Division **JAS**
Tyler Smith, Historic Preservation Section, Countywide Planning Division **TAS**

SUBJECT: DSP-20036, DDS-673, AC-20012 Two Town Center

The subject property comprises 9.05 acres in the northeast quadrant of Britannia Way at the intersection of Britannia Way and Capital Gateway Drive. The subject DSP application proposes the development of a 260,360 square-foot federal office building and a 325-space parking garage with a departure from design standards for uniform parking space size in the parking garage. The subject AC application proposes alternatives to meeting requirements of the Landscape Manual for landscape strips along streets and buffering incompatible uses. The subject property is Zoned M-X-T.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates 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 recommended. Historic Preservation staff recommend approval of DSP-20036, DDS-673, and AC-20012 Two Town Center with no conditions.



Division of Environmental Health/Disease Control

Date: October 27, 2020

To: Henry Zhang, Urban Design M-NCPPC

From:  Adebola Adepoju, Environmental Health Specialist, Environmental Engineering and Policy Program

Re: DSP-20036 (DDS-673) (AC-20012), Two Town Center

The Environmental Engineering/Policy Program of the Prince George's County Health Department has completed a health impact assessment review of the detailed site plan submission for Two Town Center construction Federal office Building for the United States Citizens and Immigration Services of the and has the following comments/recommendations:

1. The proposed federal office building is located a walkable distance to the Branch Avenue Metro Station as indicated in the justification statement. The proposed location of the building will promote the use of mass transit which should minimizing the emissions of harmful fossil fuels into the atmosphere as well as minimizing vehicular traffic.
2. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
3. Indicate the dust control procedures to be implemented during the construction phase of this project. No dust should be allowed to cross over property lines and impact adjacent properties. Dust control requirements should conform to standards as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or aoadepoju@co.pg.md.us.



Angela Alsbrooks
County Executive

Environmental Engineering/Policy Program
Largo Government Center
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www.princegeorgescountymd.gov/health

November 16, 2020

MEMORANDUM

TO: Henry Zhang, Master Planner, Urban Design Section

FROM: Alice Jacobs, Principal Planning Technician, Permit Review Section 

SUBJECT: DSP-20036 – Two Town Center (DDS-673 and AC-20012)

1. Property is zoned M-X-T and all standards are set by the Planning Board.
2. Signage should be part of the detailed site plan approval. There is a freestanding sign shown on the site plan, is any other signage proposed? There should be detailed signage information for any building signs and the proposed freestanding sign that includes: the specific proposed placement of the sign on the building, sign design options, the method of erecting the signs, and structural drawings for the freestanding sign, pursuant to Sections 27-596(c) of the Zoning Ordinance.
3. All building dimensions should be added to the site plan, only some have been added.
4. No further comments are offered at this time.



**INTER-OFFICE MEMORANDUM
PRINCE GEORGE'S COUNTY
POLICE DEPARTMENT**



M E M O R A N D U M

DATE: October 29, 2020
TO: Planning Coordinator, Urban Design Application Section
Development Review Division
FROM: Captain Wendy Contic, Assistant Commander, Planning & Research Division
SUBJECT: DSP-20036 Two Town Center

Upon review of the site plans, there are no comments at this time.

1 - -WSSC Plan Review Comments

Created by: Dagoberto Beltran
On: 10/27/2020 09:27 AM

Plan #DSP-20036
Two Town Center at Camp Springs

----- 0 Replies -----

2 - - WSSC Standard Comments for all plans

Created by: Dagoberto Beltran
On: 10/27/2020 09:28 AM

1. WSSC comments are made exclusively for this plan review based on existing system conditions at this time. We will reevaluate the design and system conditions at the time of application for water/sewer service.
2. Coordination with other buried utilities:
 - a. Refer to WSSC Pipeline Design Manual pages G-1 and G-2 for utility coordination requirements.
 - b. No structures or utilities (manholes, vaults, pipelines, poles, conduits, etc.) are permitted in the WSSC right-of-way unless specifically approved by WSSC.
 - c. Longitudinal occupancy of WSSC rights-of-way (by other utilities) is not permitted.
 - d. Proposed utility crossings of WSSC pipelines or rights-of-way that do not adhere to WSSC pipeline crossing and clearance standards will be rejected at design plan review. Refer to WSSC Pipeline Design Manual Part Three, Section 3.
 - e. Failure to adhere to WSSC crossing and clearance standards may result in significant impacts to the development plan including, impacts to proposed street, building and utility layouts.
 - f. The applicant must provide a separate Utility Plan to ensure that all existing and proposed site utilities have been properly coordinated with existing and proposed WSSC facilities and rights-of-way.
 - g. Upon completion of the site construction, utilities that are found to be located within WSSCs rights-of-way (or in conflict with WSSC pipelines) must be removed and relocated at the applicants expense.
3. Forest Conservation Easements are not permitted to overlap WSSC existing or proposed easements. Potential impacts to existing Forest Conservation Easements (due to proposed water and/or sewer systems) must be reviewed and approved by County staff.
4. Unless otherwise noted: ALL extensions of WSSCs system require a request for Hydraulic Planning Analysis and need to follow the System Extension Permit (SEP) process. Contact WSSC's Permit Services Section at (301-206-8650) or visit our website at <https://www.wsscwater.com/business--construction/developmentconstruction-services.html> for requirements. For information regarding connections or Site Utility (on-site) reviews, you may visit or contact WSSC's Permit Services Section at (301) 206-4003.

----- 0 Replies -----

3 - Water

Created by: Bryan Hall
On: 10/28/2020 01:18 PM

1. An existing 10" Water main along Capital Gateway Drive is available to provide water service to this site. Existing 10" Ductile Iron water main was built in 1991 under contract 1991-9134A.
2. Existing water mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
3. There is a 10- inch diameter water main located near this property. WSSC records indicate that the pipe material is Ductile Iron (DI). Prior to submittal of Phase 2 System Integrity review, it is the applicant's responsibility to test pit the line and determine its exact horizontal and vertical location as well as to verify the type of pipe material. The applicant's engineer is responsible for coordinating with WSSC for monitoring and inspecting test pits for this project.
4. Condominiums or Cooperative Ownership Properties -that abut a public water main, are constructed as "row style" townhomes (one-unit bottom to top) and utilize a 13D or 13R type fire sprinkler system may be served with individual WSSC Water Service Connection outfitted with and outside meter or curb valve. See WSSC 2019 Plumbing & Fuel Gas Code 111.2.1.8.
5. Condominiums in Prince George's County. Pursuant to State law, condominium or cooperative ownership projects in Prince George's County (or conversions to condominium or cooperative ownership) may not be served by a master meter. Each unit must have a separate meter, account and shutoff valve in accordance with the WSSC 2019 Plumbing and Fuel Gas Code. See WSSC 2019 Development Service Code 702.5.1.
6. In accordance with State law, the Commission shall require individual metering of residential units within a multi-unit condominium or cooperative ownership property located in Prince George's County. For all other multi-unit properties, WSSC shall allow either "Master Metering" or individual unit metering. Where individual metering is optioned, design and installation shall meet the provisions set forth in Sections 111.5.8.2 and 111.5.8.3 Where required solely by the owner, unit (private) water meters shall be furnished, installed, and maintained by the property owner. WSSC 2019 Plumbing & Fuel Gas Code 111.5.8
7. Where both residential and commercial units in the same building are served by single water service connection or multiple service connections forming into a single system on property, a minimum of two meters shall be installed, as set forth below, to allow for the separate registering or computations of residential unit and commercial unit water consumptions at the building. For mixed-use properties located in Prince George's County, each residential unit must be metered separately. See 2019 Plumbing & Fuel Gas Code 111.5.8.1

----- 0 Replies -----

4 - Sewer

Created by: Bryan Hall
On: 10/28/2020 01:59 PM

1. An 8-inch diameter sewer pipeline is located along Britannia Way, adjacent to this property. Contact the WSSC Permit Services Unit at (301) 206-4003 to determine if a right-of-way connection can be made to serve your site.
2. Existing sewer mains shown on plan should be labeled with correct pipe size, material and WSSC contract number.
3. Sewer main relief or replacement may be required to serve the site. It is the applicant's responsibility to meet all downstream sewer dependencies.
4. Projects projected to generate over 100,000 gallons per day base sanitary flow require special

review per SP ENG 11-01 by the WSSC Planning Group. This special review is performed during the Hydraulic Planning Analysis and will determine if downstream improvements will be required.

5. Projects within sewer basins that experience projected 2-year design storm sewer overflows will be modeled to determine whether they are upstream of these overflows. WSSC standard procedure ENG 11-01 may require sewer system improvements to alleviate these overflows, of which this project may become dependent on. This special review is performed during the Hydraulic Planning Analysis and will determine if downstream improvements or dependencies will be required.

----- 0 Replies -----

5 - General

Created by: Bryan Hall
On: 10/28/2020 03:32 PM

1. Site Utility System reviews are required for projects with proposed water connections greater than 2-inch or sewer connections greater than 4-inch. Contact the WSSC Permit Services Unit on (301) 206-8650 for submittal requirements or view our website.
2. Hydraulic Planning Analysis may be requested from WSSC for pre-review of a proposed onsite system to address adequate flow and/or capacity concerns.
3. Submit an Excavation Support System Plan (ESS) to WSSC for review if your project involves subsurface features such as an underground parking garage or a deep excavation which will require tiebacks in the area of existing or proposed WSSC mains. This ESS Plan submission should be made at the time of Design Plan Submission. If, however, the excavation support work will be done before the Design Plan Submission, it will be necessary to submit the plan as a Non-DR Plan to WSSC. No work should be done in the vicinity of WSSC mains until the ESS Plans have been reviewed by WSSC. If no ESS Plans are required for the project, the engineer should provide a letter from the Project Structural Engineer certifying that the building does not require it.
4. Geotechnical and Corrosion Submittal may be required. It appears that sources of stray current may be located within 2,000 feet of this site. See WSSC 2017 Pipeline Design Manual Part Three, Section 20.
- 5.

----- 0 Replies -----

6 - Easements

Created by: Bryan Hall
On: 10/28/2020 03:55 PM

1. WSSC easements must be free and clear of other utilities, including storm drain systems, ESD devices, gas, electric, telephone, CATV, etc., with the exception of allowed crossings designed in accordance with the WSSC 2017 Pipeline Design Manual. Landscaping and Hardscaping are also not allowed without approval. Under certain conditions (and by special request) the items listed above may be permitted within the WSSC easement. However, this will be evaluated on a case by case basis and if allowed, will require execution of a special agreement and/or Hold

Harmless Agreement between WSSC and the developer.

2. A private 30-foot water house connection easement may be required and must be recorded on lot 34 to serve lot 34. Delineate the easement and label the horizontal width on the plan.

----- 0 Replies -----

14 October 2020

Jeff Harris
Two Town Center, LLC
c/o Peter N.G. Schwartz Management Co.
1350 Connecticut Ave., NW
Suite 1200
Washington, DC 20036

Phoenix Noise & Vibration, LLC
5216 Chairmans Court, Suite 107
Frederick, Maryland 21703
301.846.4227 (phone)
301.846.4355 (fax)
www.phoenixnv.com

Reference: Two Town Center
Railway Vibration Analysis
Project No. PSM2001

Dear Mr. Harris:

Phoenix Noise & Vibration has conducted a railway vibration analysis upon the proposed Two Town Center office building to be located in Prince George's County, Maryland. 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.

Ground-borne vibration levels were measured near the northwest corner of the proposed building, the nearest location to the adjacent railway. The results indicate that metro trains on the existing rail line generate vibration levels below the Federal Transit Administration (FTA) guidelines for railway vibration impact upon an office building. This implies that ground borne vibration generated by commuter metro trains will be within an acceptable level for the proposed office use.

1 SITE DESCRIPTION

Under the current site plan configuration, the Two Town Center office building will be located to the west of the existing rail line, which consists of two railway tracks owned and operated by Washington Metropolitan Area Transit Authority (WMATA), on which the Metro Green Line operates. Based upon the onsite measurements, more than 200 trains pass by the site per day. Additionally, the Branch Avenue Metro Station is located approximately 500 feet southeast of the site. The current site plan (see Figure 1) includes a ground floor two-story office building and an above grade parking garage. The vibration measurement locations are also shown in Figure 1.

Figure 1: Existing site and surroundings, proposed office building highlighted in green, parking garage in gray, and property line in red. Aerial image dated June 11, 2020, courtesy of Google Earth.



2 VIBRATION IMPACT CRITERIA

The measured ground-borne vibration levels have been evaluated according to the Federal Transit Administration’s (FTA) *Transit Noise and Vibration Impact Assessment* (September 2018). Table 6-3 of this document specifies impact levels for various building types. The impact levels for ground-borne vibration that can be applied to Two Town Center are shown in Table 2.

Table 1: FTA ground-borne vibration impact criteria for general assessment of various buildings.

Land Use Category	Event Type (See Note 1)	Number of Vibration Events (per 24-hour period)	Ground-Borne Vibration Impact Levels (VdB re 1 μ m/sec)
Category 3: Institutional land uses with primary daytime use.	Frequent	> 70	75
	Occasional	30 - 70	78
	Infrequent	< 30	83

Table 2 Notes:

1. Due to the adjacent railway being metro and the number of trains that pass by the site, the site has been evaluated according to the “frequent” criteria.

These impact levels apply to frequencies from 8 to 80 Hz and are intended to be applied to vibration events lasting less than 10 seconds, such as those typical of commuter rail transit systems (Metro, Amtrak, and MARC trains). The FTA guidelines assess ground-borne vibration using the VdB metric which has been used in this analysis.

For a building to be considered impacted by ground-borne vibration, the structure must be exposed to at least one vibration event (i.e. one train pass-by) at a ground-borne vibration level equal to or greater than that of the presented impact level for that event type. For example, for a Category 3 building located at a property in which more than 70 trains pass by in a 24-hour period, the “frequent” event type and associated impact level would be used for assessment. For the proposed Two Town Center office building to be “impacted” by ground-borne vibration, at least one train passing by the site over the course of one day must produce vibration levels above 75 VdB, assuming more than 70 railway events happen in a 24 hour period.

It should be noted that the FTA describes a ground-borne vibration level of 65 VdB as the threshold for human perception, which is subjectively characterized as “barely perceptible” by most people, while 75 VdB is the level at which the majority of people consider vibration “distinctly perceptible.”¹

The vibration impact criteria outlined in the FTA document are not standardized limits, but rather a good foundation for predicting annoyance from ground-borne noise and vibration in a building and interference with vibration-sensitive activities. Furthermore, these are not levels

¹ *Transit Noise and Vibration Impact Assessment* (September 2018), Section 5: Transit Vibration.

which would produce the slightest structural damage, as the vibration levels required to do so are much higher.

As the FTA states, “it is extremely rare for vibration from train operations to cause any sort of building damage, even minor cosmetic damage,” the limits shown in Table 2 are the ground-borne vibration levels which have been found to correlate well in predicting the threshold at which the majority of people exposed to that level will result in “human annoyance.”

3 VIBRATION MEASUREMENTS

3.1 Measurement Equipment & Conditions

On October 1-2, 2020, Phoenix Noise & Vibration conducted an on-site vibration measurement survey to determine ground-borne railway vibration levels present at the distance of the Two Town Center building from the railway. Measurements were made using two PCB low noise single-axis accelerometers and a Rionote multi-function measuring system. All accelerometers were calibrated prior to the survey traceable to National Institute of Standards and Technology (NIST).

Vibration levels were measured at the existing grade using single-axis accelerometers magnetically mounted on a steel block drive into the ground using a steel stake to provide adequate coupling to the ground-borne vibration.

Vibration measurements were made at two locations shown in Figure 1. One measurement was made near the railway at the property line and the other measurement location was chosen to represent the closest distance of the proposed office building to the railway. The measurement location near the railway was used to verify that vibration levels measured at the proposed building location were generated by the railway. Ground-borne vibration levels were measured in the vertical (z-axis) direction relative to the railway. The two accelerometers recorded the maximum amplitude (i.e. highest vibration level) generated by a railway event.

3.2 Measurement Results

Recall that metro operations are evaluated according to the “frequent” impact criteria, which is 75 VdB. Vibration measurement results are presented graphically on enclosed Figures 2 and 3. The 75 VdB criteria is shown as a red dashed line on each graph. The maximum vibration levels measured at grade level are presented within Table 2.

Table 2: Measured ground-borne vibration level from metro railway relative to FTA frequent criteria.

Measurement Direction	Measurement Locations	Maximum Vibration Level Recorded at Location	Frequency at which the Maximum Level Occurred	Exceeds FTA “frequent” Criteria Level (75 VdB)
Z	Near Railway	74 VdB	12.5 Hz	No
	At Building	74 VdB	12.5 Hz	No

As seen by the maximum vibration levels recorded, vibration events did not exceed the FTA criteria of 75 VdB in the z-axis direction. Over the 24-hour measurement period, 295 railway

events occurred. Of those 295 events, none exceeded the FTA frequent criteria, and only one event exceeded a level of 70 VdB. The measured vibration levels were consistently below the 75 VdB criteria. Note that the FTA Manual states that typically vertical vibration (z-axis) is usually transmitted more efficiently into building foundations than transverse vibrations (x and y axes). Therefore, vibration was only measured in the z-axis.

Also note on Figures 2 and 3 that all measured vibration levels are below the threshold for even minor cosmetic damage in fragile buildings (100 VdB).² It is important to note that this is the threshold for minor cosmetic damage, not structural damage, which occurs at a higher level of ground-borne vibration.

3.3 Effect on the Building

The vibration measurements were measured at the approximated distance of the nearest building location to the railway. Therefore, it can be assumed that the measured vibration levels will be lower at locations further away from the railway. Additionally, some vibration attenuation will occur due to the structure of the building. According to the FTA guidelines,³ approximately 5 VdB of reduction can occur in wood-framed construction and an additional 1-2 VdB of reduction can occur per level of the building. Therefore, a level of 74 VdB in the z-axis direction would potentially be reduced to 67 VdB (i.e. 5 VdB for foundation and 2 VdB for the second level of the building). Note that this level is 10 VdB below the FTA “frequent” criteria limit.

In addition to vibration, ground borne noise is not likely but may also occur within the building. Due to the metro trains causing vibration excitation below 30 Hz, a reduction of up to 50 dB can occur for ground-borne noise. Using the same measured level of 74 VdB would result in an interior noise level of 24 dBA within the building at 10 Hz. Given that the railway excites vibration at 10 Hz and lower, it will be difficult for most occupants to hear ground borne noise.

4 MITIGATION

Based upon the evaluation of the measured vibration levels relative to the FTA criteria and that none of the measured railway events exceeded the criteria at the nearest location of the building, mitigation is not recommended for the proposed Two Town Center building. Additionally, it is expected that the construction of the proposed building will further reduce railway vibration levels for future occupants.

² According to Figure 5-2: Typical Levels of Ground-Borne Vibration of FTA’s *Transit Noise and Vibration Impact Assessment* (September 2018).

³ See enclosed Figures 5 and 6 presenting the FTA Guidelines adjustment factors for ground borne vibration.

5 CONCLUSION

Railway vibration measurements conducted at the proposed Two Town Center office building determined the following:

- Vibration generated by the metro railway events did not exceed the FTA “frequent” criteria of 75 VdB in the z-axis direction.
- 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 Two Town Center office building will further reduce vibration and ground borne noise levels for future occupants.
- Mitigation is not recommended for the proposed building.

If you have any questions, feel free to contact me directly

Sincerely,



Kody Snow
Senior Engineer

- Encl: Figure 2: Maximum ground-borne vibration levels measured adjacent to railway.
Figure 3: Maximum ground-borne vibration levels measured at nearest building location.
Figure 4: Table 6-12 of the FTA Guidelines, Path Adjustment Factors for Generalized Predictions of GB Vibration and Noise.
Figure 5: Table 6-13 of the FTA Guidelines, Receiver Adjustment Factors for Generalized Predictions of GB Vibration and Noise.
Figure 6: Table 6-14 of the FTA Guidelines, Conversion to Ground-borne Noise.

Figure 2: Maximum ground-borne vibration levels measured adjacent to railway.

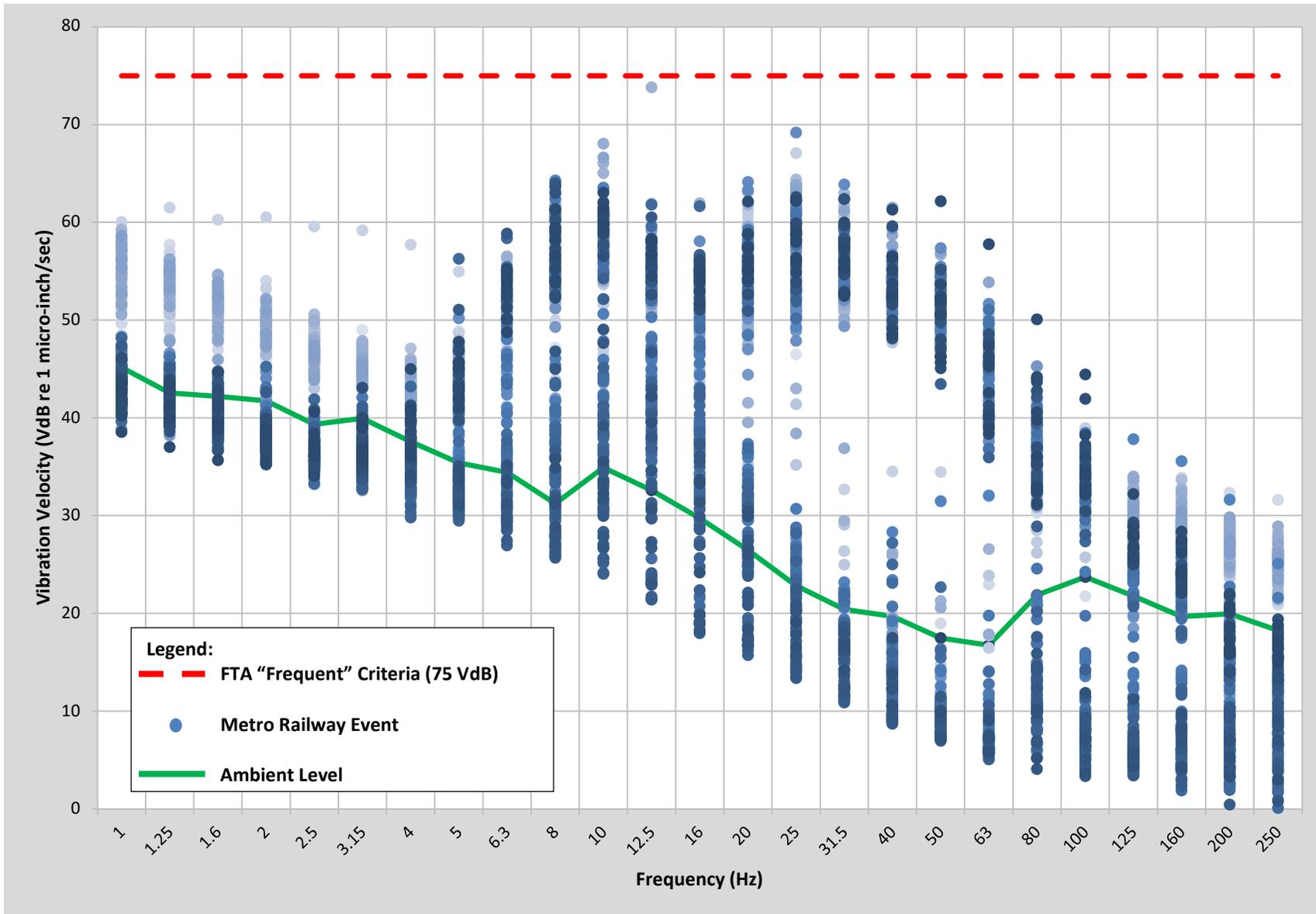


Figure 3: Maximum ground-borne vibration levels measured at nearest building location.

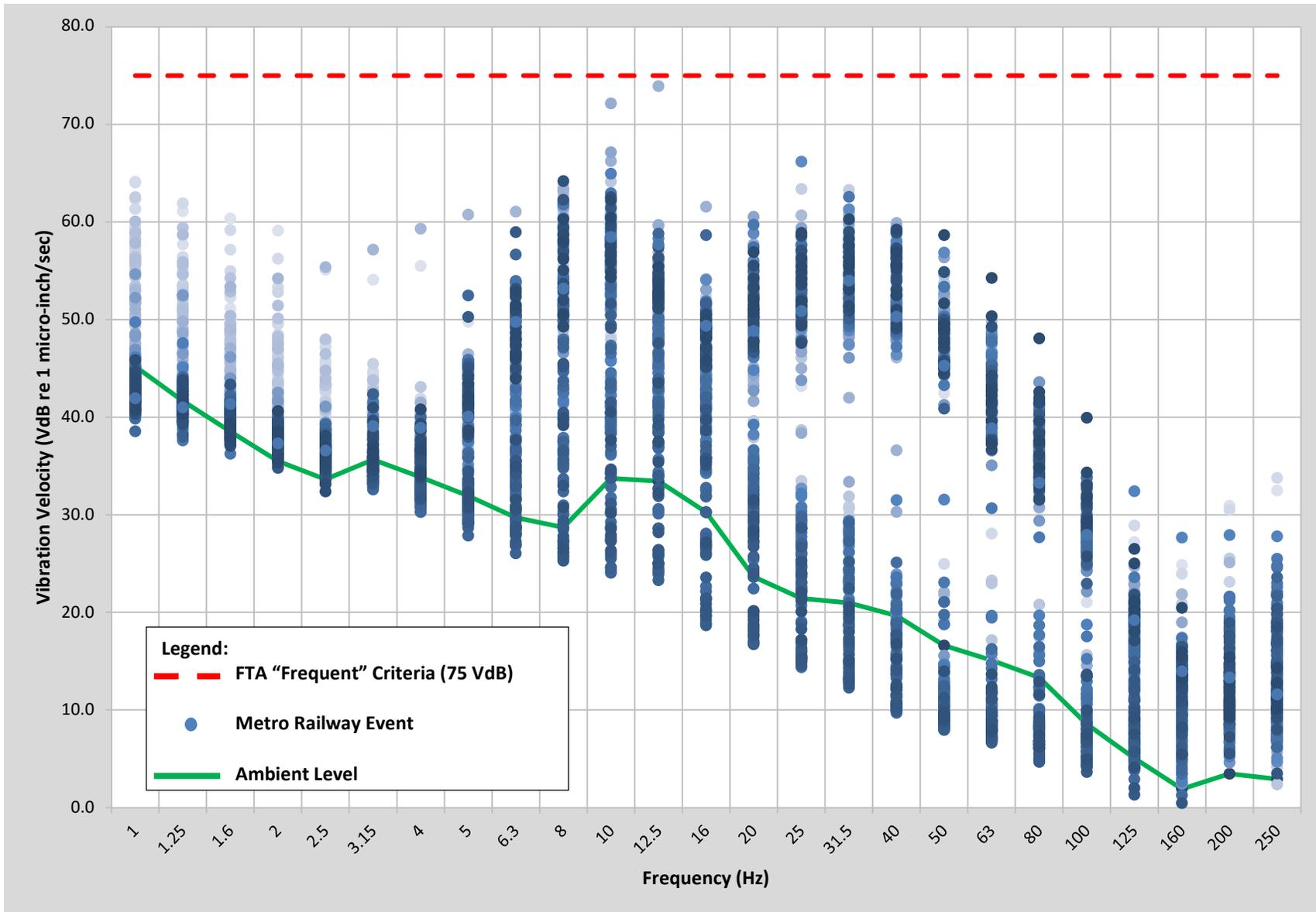


Figure 4: Table 6-12 of the FTA Guidelines, Path Adjustment Factors for Generalized Predictions of GB Vibration and Noise.

Path Factor	Adjustment to Propagation Curve		Comment	
Resiliently Supported Ties (Low-Vibration Track, LVT)	-10 dB		Resiliently supported tie systems have been found to provide very effective control of low-frequency vibration.	
Track Structure (not additive, apply greatest value only)				
Type of Transit Structure	Relative to at-grade tie & ballast:		In general, the heavier the structure, the lower the vibration levels. Putting the track in cut may reduce the vibration levels slightly. Rock-based subways generate higher-frequency vibration.	
	Elevated structure			-10 dB
	Open cut			0 dB
	Relative to bored subway tunnel in soil:			
	Station	-5 dB		
	Cut and cover	-3 dB		
	Rock-based	-15 dB		
Ground-borne Propagation Effects				
Geologic conditions that promote efficient vibration propagation	Efficient propagation in soil		+10 dB	
	Propagation in rock layer	<u>Dist.</u>	<u>Adjust.</u>	Refer to the text for guidance on identifying areas where efficient propagation is possible. The positive adjustment accounts for the lower attenuation of vibration in rock compared to soil. It is generally more difficult to excite vibrations in rock than in soil at the source.
		50 ft	+2 dB	
		100 ft	+4 dB	
150 ft		+6 dB		
	200 ft	+9 dB		
Coupling to building foundation	Wood-Frame Houses	-5 dB	In general, the heavier the building construction, the greater the coupling loss.	
	1-2 Story Masonry	-7 dB		
	3-4 Story Masonry	-10 dB		
	Large Masonry on Piles	-10 dB		
	Large Masonry on Spread Footings	-13 dB		
	Foundation in Rock	0 dB		

Figure 5: Table 6-13 of the FTA Guidelines, Receiver Adjustment Factors for Generalized Predictions of GB Vibration and Noise.

Receiver Factor	Adjustment to Propagation Curve		Comment
Floor-to-floor attenuation	1 to 5 floors above grade	-2 dB/floor	This factor accounts for dispersion and attenuation of the vibration energy as it propagates through a building starting with the first suspended floor.*
	5 to 10 floors above grade	-1 dB/floor	
Amplification due to resonances of floors, walls, and ceilings	+6 dB		The actual amplification will vary greatly depending on the type of construction. The amplification is lower near the wall/floor and wall/ceiling intersections.

* Floor-to-floor attenuation adjustments for the first floor assume a basement.

Figure 6: Table 6-14 of the FTA Guidelines, Conversion to Ground-borne Noise.

Conversion to Ground-borne Noise			
Noise Level in dBA	Peak frequency of ground vibration:		Use these adjustments to estimate the A-weighted sound level given the average vibration velocity level of the room surfaces. See text for guidelines for selecting low-, mid-, or high-frequency characteristics. Use the high-frequency adjustment for subway tunnels in rock or if the dominant frequencies of the vibration spectrum are known to be 60 Hz or greater.
	Low frequency (<30 Hz)	-50 dB	
	Mid Frequency (peak 30 to 60 Hz)	-35 dB	
	High frequency (>60 Hz)	-20 dB	

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L. Paul Jackson, II*

* Also admitted in the District of Columbia

September 18, 2020
Revised: October 13, 2020
Revised: November 12, 2020

VIA HAND DELIVERY

Mr. Henry Zhang
Development Review Division
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

**RE: Two Town Center ~ Detailed Site Plan DSP-20036 (ETOD)
Construction of Federal Office Building and Departure from
Design Standards DDS-673**

Dear Mr. Zhang:

On behalf of Two Town Center Investor, LLC ("Applicant"), Arthur J. Horne, Jr. and Shipley & Horne, P.A., hereby submits this Statement of Justification for a Detailed Site Plan ("DSP") to allow construction of a new Federal Office Building for the United States Citizenship and Immigration Services (USCIS) is a component of the United States Department of Homeland Security (DHS).

The Applicant is "**SEEKING EXPEDITED REVIEW**" of this application for purposes of developing the subject property with an approximately 260,360 square-foot two (2) story office building being constructed by the Applicant for a new Federal Office Building for the United States Department of Homeland Security (DHS) for a contract issued by the General Services Administration (GSA). The Applicant's vision is to vigorously respond to the U.S. Government issuance of a call for offers for another USCIS of 260,360 square feet that will house 1,100 employees. The area of the competition is the entire Washington area so, there will be competition, and the Applicant asks for the Planning Board's support as this will foster more retail and Restaurants in the Branch Avenue METRO area.

A companion application is submitted concurrently and requests a departure from the minimum size of standard parking spaces in order to accommodate the unique design requirements of the General Services Administration (GSA) and the requirements of the USCIS, pursuant to the requirements of Section 27-587 of Subtitle 27 of the Prince George's County Code, also known as the Zoning Ordinance for Prince George's County. For convenience and to maintain continuity among the two applications, this justification statement addresses the requirements and findings necessary to approve a DSP and the companion DDS departure application.

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Revised: October 13, 2020

Revised: November 12, 2020

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The site development plan is designed in accordance with the unique design requirements of the General Services Administration (GSA) and the needs of the USCIS, pursuant to the provisions of Section 27-548.25 of Subtitle 27 of the Prince George’s County Code, also known as the Zoning Ordinance for Prince George’s County, 2035 Approved General Plan, and the 2014 Southern Greenline Sector Plan and Sectional Map Amendment.

A. Site Location and Description:

The subject site is located in Planning Area 76A, Council District 8, within the Development District Overlay Zone (DDOZ) area *Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (“Sector Plan”). More specifically, the subject property comprises an irregular “U-Shaped” existing Lot 34, as recorded in the Land Records of Prince George’s County in Plat Book VJ184 Plat Book 96. The property is located on the northeast quadrant/corner of Capital Gateway Drive and Britannia Way, approximately 1,000 feet walking distance from the Branch Avenue Metro Station platform, Council District 8, and within the Developed Tier. The property is identified as of land with a current street address of 5200 Capital Gateway Drive, Suitland, Maryland 20746. (“the property”).

September 18, 2020

Revised: October 13, 2020

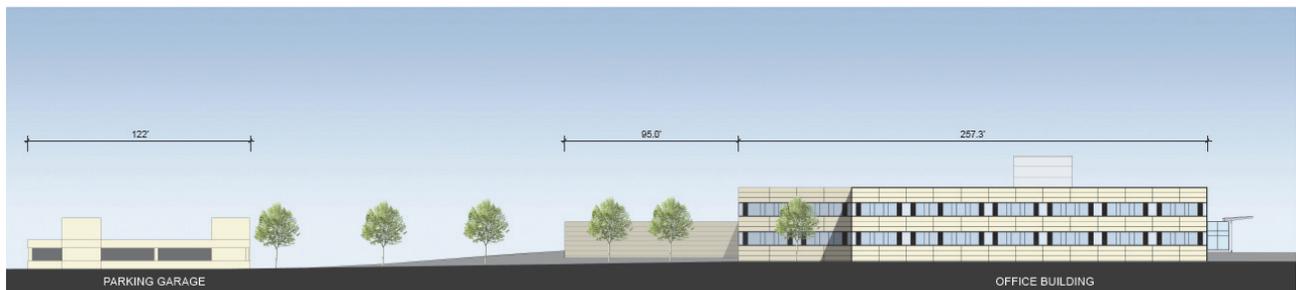
Revised: November 12, 2020

DSP-20036 and DDS-673

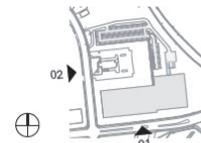
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OFFICE BUILDING - SOUTH ELEVATION



OFFICE BUILDING - WEST ELEVATION



TWO TOWN CENTER
PRINCE GEORGE'S COUNTY, MD | August 13, 2020

shalom baranes associates | Peter N.G. Schwartz Company

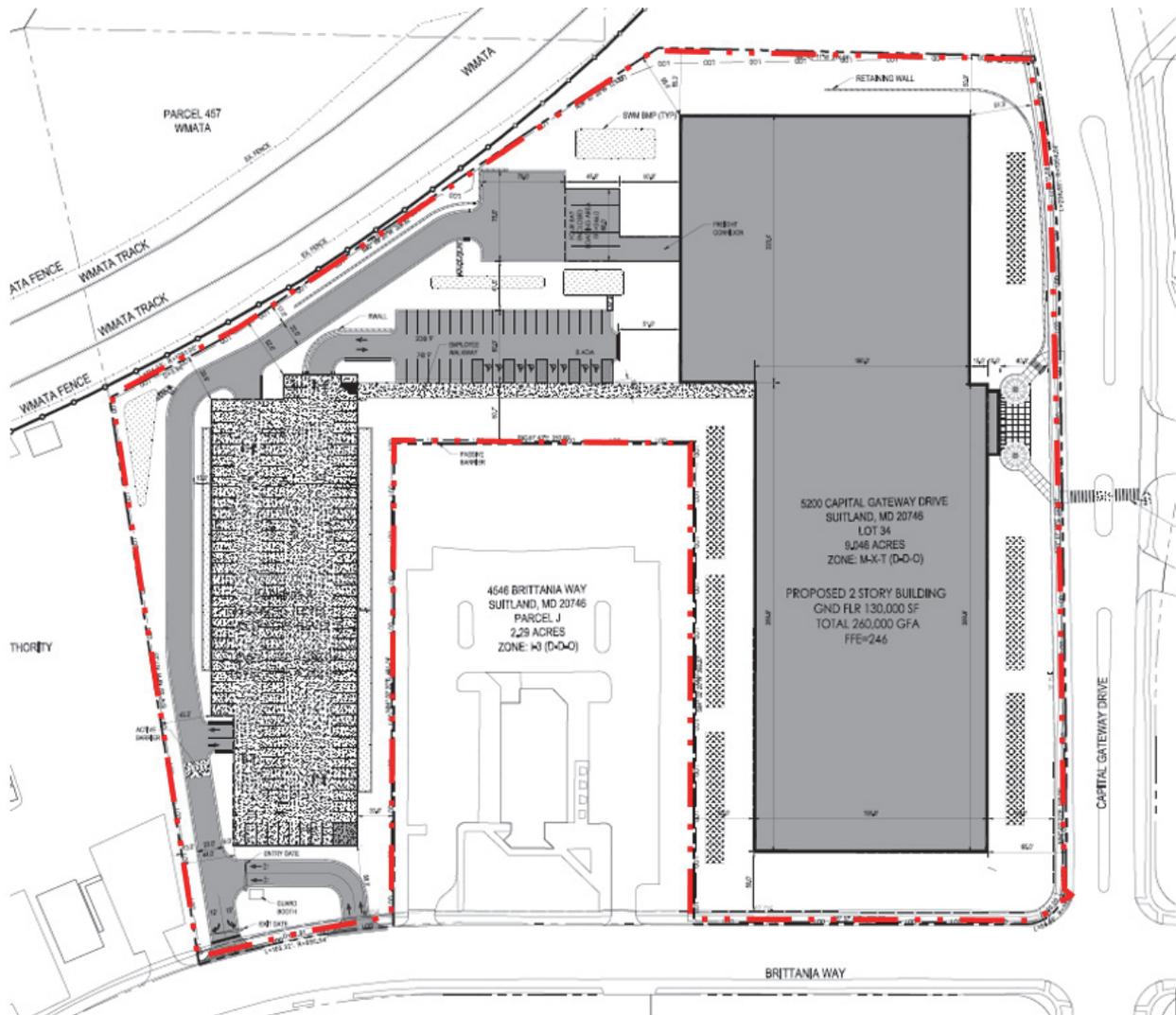
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B. Surrounding Uses:

The subject site is designed to provide its vehicular access from the west side of Britannia Way. Adjoining the property to the north of the property is a 6.624 acre I-3/D-D-O zoned property and use owned by the Washington Metro Area Transit Authority with a street address of 4300 Auth Place. To the west, the subject property is bound by Britannia Way; and, across the said roadway, is the 5.42 acre I-3/D-D-O zoned property and use owned and operated by Strayer University. To the south, the property is bound by Capital Gateway Drive, and to the east, the property is bound by the Washington Metro Area Transit Authority Metro Green Line metro rail tracks. Inside the property's "U-Shape" is the 2.29 acre I-3/D-D-O zoned improved property owned and used by IUOE Local 77 Union with a street address 4546 Britannia Way.

C. Nature of Request:

As discussed on page one, this Application proposes the development of an existing 9.0462-acre (394,051 square feet) Lot 34 that is recorded in the Land Records of Prince George's County in Plat Book VJ184 Plat Book 96; this application proposes the development of the subject property as a proposed approximately 260,360 square-foot two (2) story office building being constructed by the Applicant for a new Federal Office Building for the United States Department of Homeland Security (DHS) for a contract issued by the General Services Administration (GSA).



This instant application requested is designed in compliance with the companion Preliminary Plan of Subdivision 4-20018 application to develop the existing 9.0462-acre (394,051 square feet) Lot 34 recorded in the Land Records of Prince George’s County in Plat Book VJ184 Plat Book 96. The purpose of the 4-20018 application is to modify the traffic-related conditions from the Planning Board’s prior 4-98024 approval. This proposal also reflects substantial conformance with the land use recommendations of the Development District Overlay Zone (DDOZ) area *Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (“Sector Plan”).

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D. Development Data Summary:

	EXISTING	PROPOSED
Zone(s)	M-X-T/DDOZ	M-X-T/DDOZ
Use(s)	Undeveloped	Office complex
Acreage	9.0462	9.0462
Lots/parcels	Lot 34	Lot 34
Number of Dwelling Units	None	None
Gross Floor Area (GFA) (sq. ft.)	Vacant/undeveloped	260,360 sq. ft. office building: 89,030 sq. ft. parking garage with 325 parking spaces and 4 loading bays
Proposed Floor Area Ratio (FAR)		349,390 sq. ft. of proposed office building and garage ÷ 9.0462 acre site (394,051 square feet) = 0.89 FAR

OTHER DEVELOPMENT DATA

<u>Proposed Parking Spaces*</u>	
Parking Garage Level 1 – 9’ x 19’ Standard	145
Parking Garage Level 2 – 9’ x 19’ Standard	145
Parking (Surface) – 9’ x 19’ Standard	35
Total Parking	325 Spaces
Proposed ADA Parking – Surface	8 Space
<u>Loading Spaces</u>	
Proposed 15’ x 35’ Loading Bay	4 (four)

* The parking requirements in *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 sector plan is the maximum allowed for property in the Transit-Oriented Development Core area, where this site is located.

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E. Previous Approvals:

Prior County approvals for the subject property include:

- Preliminary Plan 4-98024 was approved by the Prince George’s County Planning Board, at its regular meeting held on Thursday, on June 4, 1998, (PGCPB No. 18-117), subject to six conditions (discussed below);
- Record Plat recorded in Plat Book VJ184 Plat Book 96;
- October 2000 (Heights Master Plan and Sectional Map Amendment) rezoned the property from I-3 Zone to M-X-T Zone;
- Conceptual Site Plan (CSP-01016) approved by the Planning Board on June 28, 2001;
- TCP1-020-98 and TCP2-068-98 (the prior TCP 1 was approved with CSP-01016 and has expired);
- NRI – Submitted for review 8/24/2020; and
Preliminary Plan 4-20018 – Submitted for review 8/28/2020.

Preliminary Plan 4-98024 was approved by the Prince George’s County Planning Board, at its regular meeting held on Thursday, June 4, 1998, (PGCPB No. 18-117), subject to six conditions. At that time, the subject property was previously zoned I-3 and is also known as the Baker tract. It is located at the northeast quadrant of the intersection of Auth Way and Britannia Way. The property had a Conceptual Site Plan, Preliminary Plat, and a Detailed Site approved in 1998 for Strayer University, which was ultimately withdrawn, i.e., and eventually constructed across Britannia Way from the subject property at 5110 Auth Way. Subsequently, the Subject Property was approved as a final plat and recorded in Plat Book VJ184 Plat Book 96.

F. Relationship to County Plans and Policies:

General Plan: The subject property is located within the General Plan’s Developed Tier and is designated as a Metropolitan Center. The *Plan Prince George’s 2035 Approved General Plan (Plan Prince George’s 2035)*, i.e., “General Plan,” designates the Branch Avenue Metro area, which includes the subject property, as one of eight (8) “Regional Transit Centers” (pg. 18). Metropolitan Centers are envisioned as the most intensive of three center designations. Of the 27 designated centers, the eight Metropolitan Centers are envisioned as having:

“...a high concentration of land uses and economic activities that attract employers, workers and customers from other parts of the metropolitan Washington area, such as large government service or major employment centers, major educational complexes, or high-intensity commercial uses. High density residential development may also be located in or very near Metropolitan Centers. Metropolitan Centers can effectively be served by transit.” (Emphasis added).

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Revised: October 13, 2020

Revised: November 12, 2020

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The General Plan recognizes that all Metrorail-oriented centers are suitable for urban TOD (Transit-oriented development), where medium to high intensities of development are appropriate. The proposal supports General Plan goals to:

- Capitalize on public investment in existing transportation systems;
- Promote compact and high-density development;
- Ensure Transit supportive development;
- Require pedestrian and Transit-oriented design; and
- Ensure compatibility with surrounding neighborhoods.

The subject property is also within a State or County designated Enterprise Zone, Designated Neighborhood, and Priority Funding Area, where it is appropriate to concentrate State and local employment investment in accordance with the principles of the 1992 Planning Act and the 1997 Smart Growth Initiatives, which strive to achieve the eight designated visions in the State Planning Act.

The site is also within a State Designated Transit-Oriented-Development as described in the following table:

Designated Transit-Oriented Developments			
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Transit-Oriented Developments (TODs) are mixed-use projects within a comfortable walk of transit stations. A variety of tools are provided to TOD projects to overcome obstacles. State assistance depends on the projects' needs and its stage of development.			
Transit Station	Status	State Assistance	Unique Features
Branch Avenue Metro Prince George's County	Area development underway; Predevelopment planning study completed for 38-acre WMATA site	Access improvements under design, federal funding sought for Auth Road pedestrian improvements	Located in a recently renewed Enterprise Zone; BRAC-related.

The subject property's location immediately adjacent to the Branch Avenue Metro Station achieves all State and County goals for implementing TOD development. The proposed development logically and conveniently links to the nearby Metro station with sensitively designed bus transit access, pedestrian and bicycle connections, thus maximizing support of the transit system. The overall development is compact and urban in nature, with parking carefully designed and limited to encourage alternative commuting modes to help reduce vehicle emissions and increase Metro ridership.

State TOD policies are designed to encourage reductions in the use of automobiles and parking.

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Specifically, the State's Task Force for on the "Future for Growth and Development" and the General Assembly encourage TOD development adjacent to mass transit stations. In 2007 the General Assembly passed SB204/HB373, which recognized the role that Transit plays in reducing highway congestion and greenhouse gas emissions. The intent was that land uses surrounding transit stations be developed in a manner that is conducive to greater transit ridership and is designed to promote Transit, walking, and bicycling in addition to the automobile as a means of transportation." The Bill defines Transit-oriented development as:

"Transit oriented development means a mix of private or public parking facilities, commercial and residential structures, and uses, improvements, and facilities customarily appurtenant to such facilities and uses, that is part of a deliberate development plan or strategy involving:

- *Property that is adjacent of the passenger boarding and alighting location of a planned or existing transit station; or*
- *Property, any part of which is located within one-half mile of the passenger boarding and alighting location of a planned or existing transit station;*
- *Is planned to maximize the use of transit, walking, and bicycling by residents and employees; and*
- *Is designated as a transit-oriented development."*

Clearly, Prince George's County and the State of Maryland have designated the subject property and entire Town Center at Camp Springs for intensive employment and/or residential growth, as evidenced by the above-captioned plans and policies. Both the County and private sectors have worked over the years to complete the infrastructure needed to support the center concept and stimulate on-going development. The Applicant has invested extensive resources in preparing the development concept and detailed plans to obtain entitlement approvals for the DHS building. The subject property is appropriate for intensive development, and the public sector is now presented with an excellent opportunity to use minimal public resources to spur economic growth, job, and tax revenue creation. The subject property has all necessary public infrastructures to support immediate development, and public facilities and services are adequate.

Approval of the project and attraction of the DHS will undoubtedly achieve the long-awaited sense of place and urban identity sought by County residents, employers, and representatives. Together with surrounding moderate density residential developments, retail and employment use, and development of the subject property with the DHS office building will provide the needed focal point essential to solidifying TOD planning efforts. Also, it is noteworthy that the proposed development will go a long way in fulfilling some of the visions expressed during the 2006 study entitled "Reality Check" conducted by the Urban Land Institute (ULI) to justify the need for a mixed-use development. According to the ULI study, more residential and office uses are needed closer to transit stations. The study emphasizes the need for improved regional coordination and the use of infrastructure to expand

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significantly transit opportunities and help stimulate the supply of housing in proximity to employment in order to decrease the time and expense of commuting.

2014 Approved Southern Green Line Station Area Sector Plan and SMA: The 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a DDOZ on the Branch Avenue Metro Station Sector Plan area. 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. The M-X-T Zone in the area of the subject property is intended to encourage maximum development flexibility in terms of land use, development intensities, and site design. The Master Plan recognizes (Page 70) that for the Auth Way Office Corridor, a potential for between 1.00 to 2.00 million square feet of Class A office space.

Requirements of the Zoning Ordinance: The subject application is in conformance with the provisions of the Zoning Ordinance. The proposed professional government office building and a structured parking garage are defined as a permitted use pursuant to the M-X-T Zone.

2005 Approved Countywide Green Infrastructure Plan: The subject property is not within the boundaries of the 2005 Approved Countywide Green Infrastructure Plan and does not contain any regulated areas, evaluation areas, or network gaps.

County's Ten Year Water and Sewerage Plan: The 2018 Water Resources Functional Master Plan amends the 2002 General Plan and provides growth guidance expressed as goals, policies, and strategies to address water quality impacts associated with land use in the County. The Plan references the Ten-year Water and Sewer Plan and addresses explicitly: Drinking Water Supply, Water Treatment, and Stormwater Management.

The 2018 *Water and Sewer Plan* placed this property in water and sewer Category 3, Community System, and within Tier 1 under the Sustainable Growth Act, the site will, therefore, be served by public systems.

An existing 10-inch water line within Capital Gateway Drive, existing 8-inch water, and 8-inch sewer in Britannia Way directly abut the property. Water and sewer line extensions and/or an on-site system may be required to service the proposed development and must be approved by the Washington Suburban Sanitary Commission (WSSC).

Woodland Conservation Ordinance: Easement—Section 25-122(d)(1)(B) requires that woodlands preserved, planted, or regenerated in fulfillment of woodland conservation requirements on-site be placed in a woodland conservation easement recorded in the land records. This is in conformance with the provisions of the state Forest Conservation Act, which requires that woodland conservation areas have long-term protection measures in effect at all times. This requirement applies to TCP2

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applications approved after September 1, 2010, that do not have a TCP1 approved before September 1, 2010 (non-grandfathered projects).

2009 Master Plan of Transportation: The Subject site is adjacent to Capital Gateway Drive (formerly Auth Way) designated by the 2009 Prince George’s County Master Plan of Transportation as a Collector roadway. Adequate right-of-way consistent with master plan recommendations is currently in place along this roadway section. The Applicant submitted an illustrative site plan showing the location of proposed buildings, parking areas, and driveways. Access, parking, and circulation patterns will be reviewed per sections 24-122 – 24-124 of the Subdivision Ordinance.

Both the 2009 Approved Master Plan of Transportation (MPOT) and area master plan identifies calls for a planned Shared-Use sidepath on Capital Gateway Drive.

G. Compliance With Evaluation Criteria:

The Detailed Site Plan, discussed in Section I of this statement of justification, has been prepared in accordance with the following criteria:

1. The requirements of the Zoning Ordinance for development of an office building in the M-X-T Zone;
2. The requirements for parking and loading in the M-X-T Zone (Sections 27-547 and 27-583);
3. The Woodland Conservation and Tree Preservation Ordinance;
4. The requirements of the *Landscape Manual*;
5. The anticipated conditions of approval of the Stormwater Management Concept Plan that has been submitted to and reviewed by DPW&T. The DPW&T approval of the SWM Concept plan is pending the NRI approval that is currently under review by MNCPPC;
6. The requirements for the preparation of Detailed Site Plans;
7. The *Southern Green Line Station Area Sector Plan and Sectional Map Amendment* “Branch Avenue Metro Station Area Regulations and Development Standards” “DDOZ”;
8. Requirements for Expedited Transit-Oriented Development Projects (Section 27-290.01); and,
9. Compliance with M-I-O Zone Section 27-548.54.
10. DDS-673 Section ~ 27-239.01 (8) – Required Findings for Approval of Departures from Design Standards

The 2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment

The 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* defines long-range land use and development policies, detailed zoning changes, design

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standards, and superimposes a DDOZ on the Branch Avenue Metro Station Sector Plan area. 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.

In order to achieve the sector plan's vision, a set of DDOZ development standards has also been approved with the Southern Green Line Station Area Sector Plan and SMA for the Branch Avenue Urban Design Standards Subarea for the DDOZ TOD core.

Development in the sector plan area is subject to the development of district standards. All new development and redevelopment of existing structures within the DDOZ should comply with the general intent and goals of the development standards of the sector plan. Development must show compliance with the development of district standards during the DSP process. The development district standards replace comparable standards and regulations required by the Prince George's County Zoning Ordinance. Wherever a conflict between the sector plan DDOZ standards and the Zoning Ordinance and the 2010 Prince George's County Landscape Manual (Landscape Manual) occurs, the provisions of this DDOZ supersede any conflicting components of any approved Conceptual Site Plan or underlying zoning within the Branch Avenue Metro Station Area. For development standards not covered by the Southern Green Line Station Area Sector Plan area, the standards in the Zoning Ordinance and Landscape Manual shall serve as the requirement, as stated in Section 27-548.21 of the Zoning Ordinance.

H. BRANCH AVENUE METRO STATION AREA REGULATIONS AND DEVELOPMENT STANDARDS

A subarea of the larger DDOZ area is defined to establish urban design standards as the Branch Avenue Urban Design Standards Subarea.

Guiding Principles – Transit-Oriented Development at the Branch Avenue Metro Station

By establishing this DDOZ, it is the intent of the county that the design standards recited herein advance the county and sector plan's vision of Branch Avenue as a priority for transit-oriented development. In so doing, development proposals on parcels within the area of the Branch Avenue Metro Station as recited herein must incorporate the following components:

I. Establish M-X-T flexibility for TOD parcels not in the M-X-T zone

As of the effective date of this DDOZ, conditioned on approval of a Detailed Site Plan and compliance with the provisions of this DDOZ and other applicable provisions of the Zoning

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Ordinance for M-X-T zoned projects (provided such provisions do not conflict with this DDOZ), a development project not located in the M-X-T zone, but located in the Branch Avenue Metro Station Area, is entitled to the uses of the M-X-T zone.

Exceptions: This subsection shall

- (i) not apply to a development project for which an amendment to an approved Detailed Site Plan is sought if such Detailed Site Plan is in a valid status as of the effective date of this DDOZ;***
- (ii) not apply to buildings or structures legally in existence as of the effective date of this DDOZ; and***
- (iii) not apply to property in a residential zone (as defined in Section 27-109(a)(1) of the Code) as of the effective date of this DDOZ. Applications to rezone property in a residential zone to the M-X-T zone in the Branch Avenue Metro Station Area are compatible and consistent with the purposes and goals of this DDOZ and the Southern Green Line Station Area Sector Plan and SMA subject to the provisions of Section 27-213 of the Code.***

RESPONSE: The subject property is an existing unimproved recorded lot located entirely within the M-X-T Zone; as such, the above exceptions standards are not applicable to the subject development proposal.

II. Design requirements and limitations; Use Restrictions

(1) Design requirements and limitations

Any development project, except as provided herein, for which Detailed Site Plan approval is sought, regardless of underlying zoning approvals, located in the Branch Avenue Metro Station Area, shall:

- (A) Encourage 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;***
- (B) Promote the reduction of automobile dependency and roadway congestion by:***

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- (i) *locating multiple destinations and trip purposes within walking distance of one another in conjunction with other existing and planned (in an approved master plan or sector plan) uses in the Branch Avenue Metro Station Area;*

RESPONSE: The subject application is proposed for the construction of a new Federal Office Building to house the United States Citizenship and Immigration Services (USCIS) complies with the above standards as it is located approximately 1,000 feet from the entrance to the Branch Avenue Metro Station, which is all along an existing sidewalk that meets ADA accessibility requirements.

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

RESPONSE: The site and streetscape amenities are designed in accordance with these guidelines to meet the needs of an office facility while being mindful of the security needs of USCIS.

- (iii) *minimizing surface parking; and*

RESPONSE: The subject development plan proposes to meet all on-site parking requirements within the proposed 325 space two (2) level parking structure located to the rear of the property.

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

RESPONSE: As intended by the DDOZ/M-X-T Zone, the proposal leverages transit ridership by its location adjacent to the Metro station. Vehicle use is also reduced by various Transportation Demand Management (TDM) incentives and proximity to the rail station. The proposed office entrance is approximately 1,000 feet from the Metro station entrance, which provides convenient pedestrian access along an existing sidewalk that meets ADA accessibility requirements.

- (C) *Minimize building setbacks from the street;*

RESPONSE: The Branch Avenue Urban Design Standards Subarea establishes build-to zone standards for all development types and uses within the DDOZ has a front build-to line standard of a minimum of 15 feet and a maximum of 30 feet from the curb. This structure has proposed front setback designed in compliance with the security needs and requirements of this Federal facility standards.

- (D) *Utilize pedestrian scale blocks and street grids;*

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(E) Incorporate the design standards of Section 27A-209 of the Code to the extent deemed practicable by the District Council;

RESPONSE: The subject development proposal complies with standards (C), (D), and (E) defined above. The subject application is proposed for the construction of a new Federal Office Building to house the United States Citizenship and Immigration Services (USCIS) complies with the above standards as it is located approximately 1,000 feet from the entrance to the Branch Avenue Metro Station, which is all along an existing sidewalk that meets ADA accessibility requirements.

(F) Not include strip commercial development (in this DDOZ, “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);

RESPONSE: The subject application does not include commercial strip development in its project design; therefore, this standard does not apply.

(G) Not include any automobile drive-through or drive-up service; and

RESPONSE: The subject application does not include any automobile drive-through or drive-up service in its project design; therefore, this standard does not apply.

(H) Not include single-family residential structures or low density housing (in this DDOZ, “low density housing” is defined as a residential structure, or a mixed use structure containing residential uses, with a gross residential density of less than ten (10) units per gross residential acre).

RESPONSE: The subject application does not include any residential elements or uses within its project design; therefore, this standard does not apply.

(2) Use restrictions

The following uses, except as provided herein, as defined in Section 27A-106 or, if not defined in Section 27A-106, as otherwise defined in Subtitle 27 (or, if not defined in Subtitle 27, the normal dictionary meaning), are not allowed uses in the Branch Avenue Metro Station Area:

- (A) Adult entertainment;***
- (B) Check cashing business;***
- (C) Pawnshop or Pawn Dealer...***

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RESPONSE: This criterion is not applicable; the Applicant is not proposing any of the restricted uses defined within this Subsection. The proposed two (2) story 260,360 square foot building is designed specifically to provide support facilities for the newly constructed 600,000 Square foot four (4) story Headquarters of the United States Citizen and Immigration Services 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. Combined, these two facilities provide over 860,000 square feet of office space for this important Federal government agency which represents a major employer in Prince George's County.

III. Street Design Standards

Required Street Connection

Creation of a grid of streets is an important component of transit-oriented development and can be achieved in the Branch Avenue Metro station area through a series of logical street extensions and connections. In order to create this grid of streets the following primary or secondary street connections are required:

- 1. A new secondary north-south street connecting Auth Way to the planned Woods Way between Auth Place and Britannia Way.***
- 2. A new secondary street connecting the southern cul-de-sac of Britannia Way to Woods Way.***
- 3. Conversion of the existing Metro access drive at the western edge of the Metro parking lot to a primary public street from Auth Way to Woods Way.***
- 4. Extension of Old Soper Road as a primary road from its current terminus and entrance to the Metro parking lot north to Auth Way.***
- 5. Extension of Woods Way as a primary road from its planned terminus through the Metro parking lot to a new Metro bus facility and the station entrance.***
- 6. Two new public secondary road connections from Telfair Boulevard southwest through the Metro station parking lot to the station and at least one new primary road parallel to the station from Auth Way to Auth Way.***

RESPONSE: The above standards 1. through 6. do not apply to the subject property. There are not any proposed streets or roadways for the subject property, which is located on the existing northeast corner or quadrant of Capital Gateway Drive and Britannia Way.

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Right of Way Design Standards

All internal roadways identified as primary are to be constructed as publicly dedicated Commercial Urban Street (DPW&T standard 100.05) with curb to curb pavement width of 46 feet accommodating two 11-foot wide travel lanes, two 7-foot parking lanes, and two 5-foot on-road bicycle lanes. The required sidewalk width is increased as appropriate for the Metro transit station area where pedestrian access is a priority to a minimum of 8 feet, but can be wider, and should also include a 6-foot wide landscape buffer between the curb and sidewalk, and pedestrian scale street lights (DPW&T Standard 500.06)

RESPONSE: This section is not applicable. There are no interior public roads proposed by this DSP.

All internal roadways identified as secondary are to be constructed as publicly dedicated Urban Primary Residential Street (DPW&T standard 100.06) with curb to curb pavement width of 36 feet consisting of two 11-foot wide travel lanes with marked bicycle sharrows and two 7-foot parking lanes. The required sidewalk width is increased as appropriate for the Metro transit station area where pedestrian access is a priority to minimum of 6 feet, but can be wider, and should also include a 6-foot wide landscape buffer between the curb and sidewalk, and pedestrian scale street lights (DPW&T Standard 500.06)

RESPONSE: The subject application does not include any residential elements or uses within its project design; therefore, this standard does not apply.

In addition, following the recommendations of the sector plan to create a special shopping street along the existing and extended Old Soper Road, the Commercial Urban Street standard shall be adjusted to include a 12-foot center turn lane, if deemed necessary to accommodate the anticipated traffic levels and turning movements, and shall have a minimum 15 foot sidewalk on both sides of the street. Tree grates and other landscaping areas are allowed within the 15-foot sidewalk zone, but shall not reduce the sidewalk width to less than 10 feet. See Build-To-Line section below for further details.

RESPONSE: The subject application does not include commercial development in its project design; therefore, this standard does not apply.

Intersection Standards

- 1. All internal intersections shall have highly visible cross walk, ADA compatible curb ramps and with blub-out to minimize pedestrian crossing distance and eliminate free right turn lanes.***

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RESPONSE: The subject application will comply with this design standard where applicable.

2. *All curb return radii on all internal intersections shall be no more than 15 feet.*

RESPONSE: The subject application will comply with this design standard where applicable.

3. *Install pedestrian countdown signal at all signalized intersections as well as provision of an all red phase to allow the intersection to clear. Implement no-turn on red at all intersections within ¼ mile of the station.*

RESPONSE: The subject application will comply with this design standard where applicable.

Pedestrian Facilities

1. *Pedestrian access ways and greenways shall be incorporated within the development plan to connect parking lots, adjoin properties, the Metro station and supplement the identified pedestrian access routes along publicly dedicated roadways.*

RESPONSE: The subject application will comply with this design standard where applicable.

2. *Where a road connection (needed for a grid network or the road network envisioned in the Sector Plan) between dead-end streets is not feasible or practicable due to environmental constraints, lack of right-of-way, or prohibitive costs, a bicycle and pedestrian connection shall be provided to allow non-motorized access in place of the automobile connection. Pedestrian access ways and greenways shall be incorporated within the development plan to connect parking lots, adjoin properties, the Metro station and supplement the identified pedestrian access routes along publicly dedicated roadways.*

RESPONSE: The WMATA storage and service buildings and tracks frame the subject property on two sides to the north and east. Capital Gateway Drive and Britannia Way frames the property along its south and west sides, respectively. Therefore, the above standard does not apply to the subject property.

3. *Wide sidewalks shall be provided within the areas covered by the DDOZ Branch Avenue Urban Design Standards Subarea, with 6 to 8-foot wide sidewalks provided in residential areas, 8 to 10-foot wide sidewalks provided in nonresidential areas, and 15-foot minimum sidewalks provided in the Shopfront Area along Old Soper Road.*

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RESPONSE: Where applicable, the subject application will comply with this design standard where applicable.

- 4. Pedestrian access shall be provided to the building entrance from all public or private rights-of-way that abut or run through a subject site. For long block sizes or large buildings, more than one connection may be required, not to exceed one per every 75 feet of frontage.***

RESPONSE: The WMATA storage and service buildings and tracks frame the subject property on two sides to the north and east, and Capital Gateway Drive and Britannia Way frames the property along its south and west sides. Therefore, the above standard does not apply to the subject property.

IV. Block Standards

Smaller blocks help create a walkable, grid of streets in the transit station area, which is important to minimizing walk distances to the station entrance and improving access for pedestrians and bicyclists. Required block length and block perimeter maximums listed below are to be measured from street curb to curb.

- 1. No block length shall be greater than 700 feet.***
- 2. The block perimeter (the sum of block lengths) shall not exceed 2,200 feet.***
- 3. No alley or service drive can be considered as a block length divider.***

RESPONSE: The subject application proposes to utilize the existing block lengths defined by the fully improved Capital Gateway Drive (i.e., 700± feet) and Britannia Way (i.e., 715± feet) that frames the property along its south and west sides. However, because the project plan is being proposed for occupancy by a Federal agency, the above three-block design standards outlined above are not applicable.

V. Building Location: Build-To Zone and Build-To Line

The space between the street curb and building is regulated by minimum sidewalk and landscape buffer widths as previously stated and the location of the building. In order to create consistent street frontage all buildings should be located to meet a build-to line established within a build to zone set by a minimum and maximum distance from the street curb. The front build-to line governs the placement of buildings along streets and shall be measured from the street curb to the edge of the building at the ground floor. The build-to zone for all development types and uses within the Branch Avenue Urban Design Standards

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Subarea shall be a minimum of 15 feet and maximum of 30 feet from the curb. The entire building facade, including primary facade and any secondary facades, shall be built within the build-to zone.

RESPONSE: The Branch Avenue Urban Design Standards Subarea establishes build-to zone standards for all development types and uses within the DDOZ has a front build-to line standard of a minimum of 15 feet and a maximum of 30 feet from the curb.

Modification: A modification is requested from this standard. Per GSA design specifications, relative this Federal facility's security needs and requirements of this Federal facility, the proposed structure must provide a minimum front setback of 50 feet from both Capital Gateway Drive and Britannia Way.

Secondly, the Applicant believes that a modification is warranted given the fact that the proposed two (2) story 260,360 square foot building is designed specifically to provide support facilities for the newly constructed 600,000 Square foot four (4) story Headquarters of the United States Citizen and Immigration Services 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. Combined, these two facilities provide over 860,000 square feet of office space for this important Federal government agency, represents a significant employer in Prince George's County.

Old Soper Road Shopfront Area Standards

In order to create a vibrant, urban shopping street to anchor the Branch Avenue Station Area with a variety of shops lining a pedestrian-oriented public realm and attractive streetscape, new development facing Old Soper Road is required to have a shopfront form with the following elements:

RESPONSE: As discussed previously, the property is located on the northeast quadrant/corner of Capital Gateway Drive and Britannia Way; therefore, the above standard does not apply to the subject property.

VI. Building Height, Gross Floor Area (GFA), Floor Area Ratio (FAR), and Density Standards

A key goal of the Southern Green Line Sector Plan is to increase development intensity within the immediate Metro station areas and one component of development intensity is building heights. In order to provide an incentive for taller and more intense development within the immediate station area, the zoning regulations regarding building heights are adjusted as follows:

A. Height and floor area ratio minimums

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The height of any buildings (including structured parking) for which Detailed Site Plan approval is sought shall be equal to or greater than the lesser of 5 stories or an average height of 55 feet (above grade) if located wholly or partially within a ¼ mile radius from either entrance to Branch Avenue Metro Station and the lesser of 4 floors or an average height of 45 feet (above grade) if located wholly or partially within a ½ mile radius (but entirely outside of ¼ mile radius) from either entrance to Branch Avenue Metro Station. A development project located in the Branch Avenue Metro Station Area, for which Detailed Site Plan approval is sought, shall have a building floor area ratio of 1.0 or greater as applied to the net lot area that is the subject of the Detailed Site Plan (gross floor area from structured parking shall be included in calculating building floor area ratio for the purposes of satisfying the minimum FAR requirement of this subsection).

RESPONSE: The proposed building is designed to provide two (2) stories of office space totaling 30 feet in height. Proposed above the office levels is an equipment level that will add an additional 20 feet, for a total building height of 50 feet. The parking garage is two (2) levels in height. The site design provides for a total of 349,390 square feet of proposed office space and garage ÷ 9.0462-acre site (394,051 square feet) = 0.89 FAR for the United States Citizenship and Immigration Services (USCIS), complies with the above discussed CSP-01016 condition of approval.

Modification: A modification is requested from this standard. Per the U.S. Government's issuance of a call for offers for another USCIS of 260,360 square feet that will house 1,100 employees, the GSA design specifications called for a single one-story building. However, due to the subject property's unique irregular "U-Shape," the Applicant and his project team have designed a building he is confident meets both the County's design standards, as well as those of the GSA.

Secondly, the Applicant believes that a modification is warranted given the fact that the proposed two (2) story 260,360 square foot building is designed specifically to provide support facilities for the newly constructed 600,000 Square foot four (4) story Headquarters of the United States Citizen and Immigration Services 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. Combined, these two facilities provide over 860,000 square feet of office space for this important Federal government agency, represents a significant employer in Prince George's County.

Exceptions: The height and floor area ratio minimums prescribed herein

(1.) shall not apply to applications to amend an approved Detailed Site Plan for property located in the Branch Avenue Metro Station Area, provided that such Detailed Site Plans are in a valid status as of the effective date of this DDOZ;

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RESPONSE: This standard is not applicable; there is no existing approved Detailed Site Plan that is applicable to this application.

- (2.) shall not apply to alteration, enlargement or extension of uses legally in existence in the Branch Avenue Metro Station Area as of the effective date of this DDOZ for which a Detailed Site Plan is sought;**

RESPONSE: This standard is not applicable; the subject property is unimproved.

- (3.) shall be only advisory and non-binding for property described in subsection (3)(A), above; and**

RESPONSE: As noted previously in this justification statement, the subject development is proposed for occupancy the United States Citizenship and Immigration Services (USCIS); as such, the above non-binding (exemption) standard is applicable to the proposed development.

- (4.) may be waived in whole or in part at Detailed Site Plan review by the District Council if the strict application of the requirements would cause undue or unreasonable economic hardship.**

RESPONSE: This standard is not applicable.

- 1. No height, density, gross floor area (GFA), or floor area ratio (FAR) maximums**

There shall be no maximums for building (including structured parking) height, density, gross floor area, or floor area ratio in the Branch Avenue Metro Station Area for development projects for which a Detailed Site Plan approval is sought. Nonetheless, the development project, including its building heights, densities, gross floor area, and floor area ratio must conform to the design standards and other requirements and provisions of this DDOZ, if applicable.

RESPONSE: The site design provides for a total of 349,390 square feet office building and garage ÷ 9.0462-acre site (394,051 square feet) = 0.89 FAR for the United States Citizenship and Immigration Services (USCIS), complies with the above standard.

Exceptions: The height and floor area ratio minimums prescribed herein

- (i) not apply to applications to amend an approved Detailed Site Plan for property located in the Branch Avenue Metro Station Area, provided that such Detailed Site Plans are in a valid status as of the effective date of this DDOZ; and**

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RESPONSE: This criterion is not applicable; there is no existing approved Detailed Site Plan that are associated with this application.

- (ii) *not apply to buildings legally in existence in the Branch Avenue Metro Station Area as of the effective date of this DDOZ for which Detailed Site Plan approval is sought to modify or expand such buildings.*

RESPONSE: This criterion is not applicable; the subject property is unimproved.

VII. Parking Standards

Smaller blocks help create a walkable, grid of streets in the transit station area, which is important to minimizing walk distances to the station entrance and improving access for pedestrians and bicyclists. Required block length and block perimeter maximums listed below are to be measured from street curb to curb.

1. *No surface parking is allowed between a building facade and the curb.*

RESPONSE: The subject development plan proposes to meet all on-site parking requirements within the proposed 290 space two (2) level parking structure and 35 surface parking spaces located to the rear and interior of the property complies with this standard.

2. *Any surface parking along a public right of way will be screened by landscaping or a decorative fence following the standards of the landscape manual.*

RESPONSE: The 35 surface parking spaces proposed as part of the subject development plan, complies with this standard. The proposed development plan provides all 325 parking spaces will be screened from the public right of way by a combination of the two (2) level parking structure and office building, and other adjoining property improvement located between the proposed surface parking lot and the public right of way at 4546 Britannia Way.

3. *There is no minimum off-street parking space requirement.*

RESPONSE: The subject application complies with this standard. The subject development plan's 89,030 square foot parking garage with 325 parking spaces and four (4) loading bays housed within the proposed two (2) level parking structure and 35 surface spaces comply with this standard.

5. *There are no parking space maximums for spaces in structured parking.*

RESPONSE: The proposed parking and site amenities are designed in accordance with GSA design guidelines, as well as the security needs Federal Government's USCIS tenant.

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Spaces per Sec. 27-568 based on one (1) space per 250 square feet of the first 2,000 square feet of Gross Floor Area plus one (1) space per every 400 square feet above the first 2,000 square feet or 654 maximum parking spaces. The Applicant proposes a reduction of 329 spaces parking spaces from the maximum number permitted pursuant to Section 27-568, resulting in a total of 325 spaces combined within the proposed garage and surface parking. The reduction from the maximum number of parking spaces is justified based on the following:

- (1) The availability of public transportation services (Metrorail, MTA, and The Bus transit services) adjacent to the site.
- (2) The fact that the office space will be a single-tenant federal user with a different parking demand than typically applicable in a multi-tenant office building.
- (3) The opportunity for employees to live and work within the mixed-use community, and
- (4) The inclusion of a federally mandated TDM program that could include transit subsidies, Ridesharing and Van Pooling programs, zip car or similar pool car opportunities, flexible work schedules, and other programs to encourage transit use, other non- auto modes (walking and bicycle) and multi-passenger car ridership.

6. *Shared parking facilities serving two or more adjoining property owners are exempt from maximum off-street parking requirements. There is no maximum or minimum number of required parking for shared parking facilities as defined here.*

RESPONSE: There are no shared parking facilities serving two or more adjoining property owners associated with the subject DSP-20036 development plan; therefore, the subject application complies with this standard.

7. *Off-site surface parking lots may be allowed with Planning Board approval in order to encourage a district wide parking supply strategy and a denser development pattern near the transit station.*

RESPONSE: There are no off-site parking lots associated with subject DSP-20036 development plan. The proposed parking and site amenities are designed in accordance with GSA design guidelines to meet the security needs Federal Government's USCIS tenant. Therefore, design standards 5, 6, and 7 do not apply to the subject development proposal.

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VIII. Detailed Site Plan Review

Detailed Site Plan approval in accordance with Section 27-548.25 and Part 3, Division 9 of the Code shall be required for a development project located in the Branch Avenue Metro Station Area, but no other site plan approvals shall be required. At site plan review, the Planning Board and District Council shall apply development standards and requirements that comply and are consistent with the DDOZ standards, restrictions, and requirements contained herein and not alternate standards pursuant to Section 27-548.25(c) that differ with those prescribed in this DDOZ. Applicants are encouraged, but not required, to apply as an Expedited Transit-Oriented Development Project pursuant to Section 27-290.01 or 27-290.02 of the Code, if applicable. In considering approval of a Detailed Site Plan, the provisions of this DDOZ supersede any conflicting components of any approved Conceptual Site Plan or underlying zoning within the Branch Avenue Metro Station Area.

RESPONSE: The Applicant requests that this DSP-20039 ETOD application amend the approved CSP-001016 approval where needed.

IX. Exemptions for Public Buildings, Utilities, and Approved and Existing Projects

- (A) *Southern Green Line Station Area design requirements and limitations of subsection II, above, shall not be binding and shall be only advisory for property located within the Branch Avenue Metro Station Area, for which the subject property will 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 public building or public use included in the project is subject to an executed lease, or letter of intent to enter into a lease, with a term of not less than 20 years; the total density of the public building or public use is a minimum of five-hundred thousand (500,000) square feet; and greater than fifty percent (50%) of its net lot area is located in the Branch Avenue Metro Station Area.*

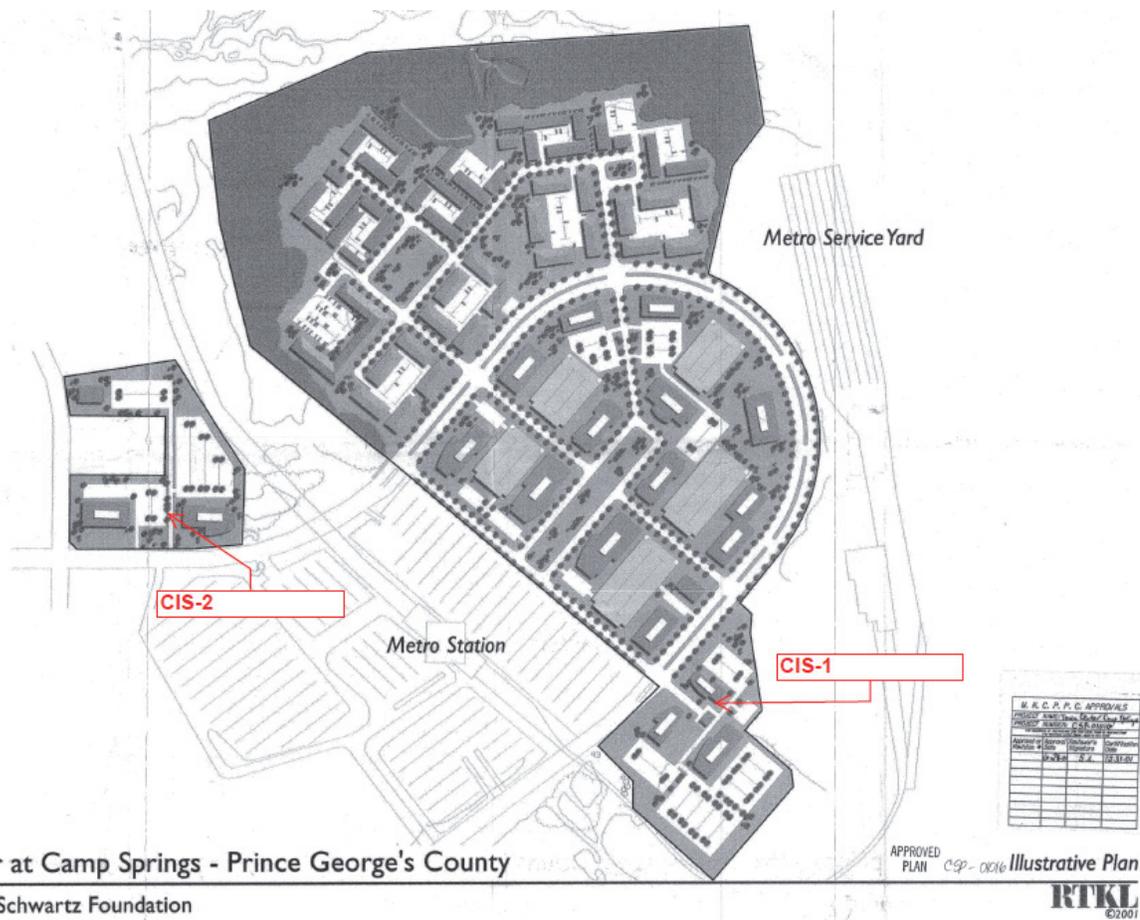
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RESPONSE: As discussed previously in this justification, the subject property is the last component (see above Town Center at Camp Springs Master Plan approved by CSP-01016) of the Town Center at Camp Springs to be developed. As such, it will bring a critical mass of employees into the Town Center to help support other uses and take advantage of area housing opportunities. A modification is requested from this standard. Per the U.S. Government's issuance of a call for offers for another USCIS of 260,360 square feet that will house 1,100 employees, the GSA design specifications called for a single one-story building. However, due to the subject property's unique irregular "U-Shape," the Applicant and his project team have designed a building he is confident meets both the County's design standards as well as those of the GSA. The proposal is for a single-tenant Federal Agency, but the proposed site development and design components reflect a cohesive development that is deemed compatible with the site's location in the core of the Town Center at Camp Springs and adjacency to the Branch Avenue Metro Station. The proposed building and use will contribute substantially to the overall viability of the Town Center area. The Applicant asks for the Planning Board's support as this application that will foster more retail and Restaurants in the Branch Avenue METRO area.

Modification: The Applicant believes that a modification is warranted given the fact that the proposed two (2) story 260,360 square foot building is designed specifically to provide support

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facilities for the newly constructed 600,000 Square foot four (4) story Headquarters of the United States Citizen and Immigration Services 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. Jointly, these two facilities provide over 860,000 square feet of office space will operate as an integrated unit for the intended USCIS tenant. Combined, the facility(ies) will support approximately 4,200 employees for this essential Federal government agency, represents a significant employer in Prince George's County.

The subject property is the last component of the Town Center at Camp Springs to be developed. As such, it will bring a critical mass of employees into the Town Center to help support other uses and take advantage of area housing opportunities. Again, the County and State have designated the Branch Avenue Metro Station area and Town Center at Camp Springs for intensive urban and TOD development to promote employment densities in the vicinity of the Metro station.

The site development plan is designed in accordance with the unique design requirements of the General Services Administration (GSA) and the needs of the USCIS, pursuant to the provisions of Section 27-548.25 of Subtitle 27 of the Prince George's County Code, also known as the Zoning Ordinance for Prince George's County, 2035 Approved General Plan, and the 2014 Southern Greenline Sector Plan and Sectional Map Amendment.

- (B) *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 in the Branch Avenue Metro Station Area, subject to the design standards of this DDOZ and the Sector Plan provided in this Section. These uses or structures shall be designed to be harmonious to the overall design and character of the DDOZ and the Sector Plan. All other public utility uses or structures, including major transmission and overhead distribution lines and structures, are prohibited in the Branch Avenue Metro Station Area.***

RESPONSE: This standard does not apply to the subject application for a proposed approximately 260,360 square-foot two (2) story office building being constructed by the Applicant for a new Federal Office Building for the United States Department of Homeland Security (DHS).

- (C) *The design requirements and limitations of subsection II, above, and limitations on public utility uses or structures prescribed in this subsection shall***
- (i) *be only advisory and non-binding for applications to amend an approved Detailed Site Plan for property located in the Branch Avenue Metro Station Area, provided that such Detailed Site Plans are in a valid status as of the effective date of this DDOZ; and***

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- (ii) *be only advisory and non-binding for alteration, enlargement or extension of uses legally in existence in the Branch Avenue Metro Station Area as of the effective date of this DDOZ for which a Detailed Site Plan is sought.*

RESPONSE: The above to standards which are for either the amendment, enlargement, or extension of a Detailed Site Plan, do not apply to the subject application for a proposed new office building.

(IX) Exemptions for Public Buildings, Utilities, and Approved and Existing Projects

- (A) Southern Green Line Station Area design requirements and limitations of subsection II, above, shall not be binding and shall be only advisory for property located within the Branch Avenue Metro Station Area, for which the subject property will 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 public building or public use included in the project is subject to an executed lease, or letter of intent to enter into a lease, with a term of not less than 20 years; the total density of the public building or public use is a minimum of five-hundred thousand (500,000) square feet; and greater than fifty percent (50%) of its net lot area is located in the Branch Avenue Metro Station Area.**

RESPONSE: As noted previously in this report, the proposed development plan is for a new 581,244 Federal Office Building for the United States Citizenship and Immigration Services (USCIS) with an initial lease term of 15 years, and multiple lease extension periods, complies with this standard.

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:**

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

RESPONSE: The proposal is for a single-tenant Federal Agency, but the proposed site development and design components reflect a cohesive development that is deemed compatible with the site's location in the core of the Town Center at Camp Springs and adjacency to the Branch Avenue Metro Station. The proposed building and use will contribute substantially to the overall viability of the Town Center area. The Applicant asks for the Planning Board's support as this application that will foster more retail and Restaurants in the Branch Avenue METRO area.

Modification: The Applicant believes that a modification is warranted given the fact that the proposed two (2) story 260,360 square foot building is designed specifically to provide support facilities for the newly constructed 600,000 Square foot four (4) story Headquarters of the United States Citizen and Immigration Services 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. Jointly, these two facilities provide over 860,000 square feet of office space will operate as an integrated unit for the intended USCIS tenant. Combined, the facility(ies) will support approximately 4,200 employees for this essential Federal government agency, represents a significant employer in Prince George's County.

Section 27-548.25 – Site Plan Approval:

- (a) Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.*
- (b) In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.*
- (c) If the applicant so requests, the Planning Board may apply development standards which differ from the Development District Standards, most recently approved or amended by the District Council, unless the Sectional Map Amendment text specifically provides otherwise. The Planning Board shall find that the alternate Development District Standards will benefit the development and the Development District and will not substantially impair implementation of the Master Plan, Master Plan Amendment, or Sector Plan.*

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RESPONSE: The development district standards applied and applicable to the subject case matter are addressed within this justification statement.

- (d) *Special Exception procedures shall apply to uses within a Development District as provided herein. Uses which would normally require a Special Exception in the underlying zone shall be permitted uses only if the Development District Standards so provide within a table of uses, and such uses shall instead be subject to site plan review by the Planning Board. Development District Standards may restrict or prohibit any such uses. The Planning Board shall find in its approval of the site plan that the use complies with all applicable Development District Standards, meets the general Special Exception standards in Section 27-317(a)(1), (4), (5), and (6), and conforms to the recommendations in the Master Plan, Master Plan Amendment, or Sector Plan.*

RESPONSE: There are no special exception request associated with the subject DSP-20036 application.

- (e) *If a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable Development District Standards.*

RESPONSE: A companion Departure from Design Standards DDS-673 for the width of the parking spaces are incorporated within this instant application.

I. DETAILED SITE PLAN:

Conformance with the Zoning Ordinance:

A. Section 27-281: - Purposes of Detailed Site Plans:

(a) *Examples*

(b) *General DSP Purposes:*

(1) *The general purposes of Detailed Site Plans are:*

(A) *To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;*

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RESPONSE: As discussed above under Planning Considerations, the proposal certainly supports and implements the principles of orderly, planned, and efficient economic and TOD development as supported by the County's General Plan, area Master Plan, and Maryland State planning policies.

(B) To help fulfill the purposes of the zone in which the land is located;

Section 27-542 – The purposes of the M-X-T Zone are:

(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;

RESPONSE: Again, the County and State have designated the Branch Avenue Metro Station area and Town Center at Camp Springs for intensive urban and TOD development to promote employment densities in the vicinity of the Metro station. The subject property will provide approximately 260,360 square feet of office development in close walking distance to the station.

(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;

RESPONSE: The proposed 260,360 square foot building complies with this standard is designed specifically to provide support facilities for the newly constructed 600,000 Square foot four (4) story Headquarters of the United States Citizen and Immigration Services 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, as well as the approximately 50,000 square feet of food services also located within an easy walk in the nearby Restaurant Row.

(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;

RESPONSE: The proposal and various State and County policies promote this purpose for locating the M-X-T Zone at this location adjacent to the Metro Station.

(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;

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RESPONSE: As intended by the M-X-T Zone, the proposal leverages transit ridership by its location adjacent to the Metro station, approximately 1,000 feet door to door. Vehicle use is also reduced by internal synergies between the different uses (residential retail and office) within this mixed-use project.

- (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;***

RESPONSE: For the last 20 years, with the support of the community, the Applicant has been working on creating a truly Transit-Oriented Development with Restaurants, High-Quality Apartments, and a huge Employment Center. This has been achieved as of today, the Headquarters of the United States Citizen and Immigration Services has been delivered to the U.S. Government at 5900 Capital Gateway Boulevard. It is the largest private taxpaying building with the most employment in the County, with 3,800 personnel.

Also, the Applicant was successful in delivering over 2,000 high-quality apartments, which ranks as one of the highest quality residential communities in the County with our Apollo brand as being the highest. Next, the Applicant embarked on creating a truly lively, ethnically diverse gathering of restaurants named Restaurant Row Apollo, totaling 50,000 square feet. Construction is on schedule for delivery of six of the Restaurants this Fall, including the most popular Milk & Honey with this being their flagship, followed by Via Roma, which will be Italian fare with the tastiest pizza ever and outdoor seating. Completing the flagship Building 600 is Subway, and Burger IM featuring quality meat and vegan burgers and their signature circular fries, and then a sister restaurant of the Hook & Reel and The Spot with five (5) kitchens and a sushi bar feature ever-changing Asian food. Other Restaurants are under various stages of negotiations with a final vision of 16 restaurants within this Restaurant Row Apollo Avenue. This retail development links the residential and commercial components of the Applicant's vision, providing an active and inviting work/play/live environment.

It is the Applicant's vision to vigorously respond to the US Government issuance of a call for offers for another USCIS of 260,360 square feet that will house 1,100 employees. The area of the competition is the entire Washington area, so there will be competition, and the Applicant ask for the support County as this will foster more retail and Restaurants. The proposal, prompted by the flexibility inherent in the M-X-T Zone, has spurred tremendous investment by the Applicant and other development in the Town Center at Camp Springs.

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

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RESPONSE: The proposed 2-story building and the 2-level parking garage will provide a visual edge to both Capital Gateway Drive and Britannia Way.

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

RESPONSE: The proposed building's design and architecture will help promote this Purpose by creating a dynamic and dignified landmark at the terminus of the Metro Green Line. The building's shape and architectural cladding will convey the impression of an open institution appropriate to its position as a higher-intensity vertical component within the greater Town Center mixed-use development.

(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;*

RESPONSE: Clearly, the M-X-T zoning in the area furthers this Purpose, and the subject proposal is being designed to maximize these stated efficiencies.

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

RESPONSE: For the last 20 years, with the support of the community, the Applicant has been working on creating a truly Transit-Oriented Development with Restaurants, High-Quality Apartments, and a huge Employment Center. This has been achieved as of today, the Headquarters of the United States Citizen and Immigration Services has been delivered to the U.S. Government at 5900 Capital Gateway Boulevard. It is the largest private taxpaying building with the most employment in the County, with 3,800 personnel.

Also, the Applicant was successful in delivering over 2,000 high-quality apartments, which ranks as one of the highest quality residential communities in the County with our Apollo brand as being the highest. Next, the Applicant embarked on creating a truly lively, ethnically diverse gathering of restaurants named Restaurant Row Apollo, totaling 50,000 square feet. Construction is on schedule for delivery of six of the Restaurants this Fall, including the most popular Milk & Honey with this being their flagship, followed by Via Roma, which will be Italian fare with the tastiest pizza ever and outdoor seating. Completing the flagship Building 600 is Subway, and Burger IM featuring quality meat and vegan burgers and their signature circular fries, and then a sister restaurant of the Hook & Reel and The Spot with five (5) kitchens and a sushi bar feature ever-changing Asian food. Other Restaurants are under various stages of negotiations with a final vision of 16 restaurants within this Restaurant Row Apollo Avenue. This retail development links the residential and commercial components of the Applicant's vision, providing an active and inviting work/play/live environment.

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It is the Applicant's vision to vigorously respond to the US Government issuance of a call for offers for another USCIS of 260,360 square feet that will house 1,100 employees. The area of the competition is the entire Washington area, so there will be competition, and the Applicant ask for the support County as this will foster more retail and Restaurants. The proposal, prompted by the flexibility inherent in the M-X-T Zone, has spurred tremendous investment by the Applicant and other development in the Town Center at Camp Springs.

(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.

RESPONSE: The proposed USCIS building is designed to meet all Federal GSA building requirements for LEED NC Silver and LEED-CI Certified. Such criteria will help achieve excellence in the design of the subject property and overall Town Center area. The proposed site and building are designed in accordance with these purposes and the entire development package strives for economies in design and energy usage. The building is designed to meet all Federal GSA building requirements for Leadership in Energy and Environmental Design (LEED) NC Silver and LEED CI Certified recognition.

(C) To provide for development in accordance with the site design guidelines established in this Division; and

RESPONSE: The proposed development is designed in accordance with site design guidelines in this Division, which are referenced in Section 27-283 and are described under the Conceptual Site Plan Guidelines contained in Section 27-274 of the Zoning Ordinance. The site plan utilizes applicable guidelines that are pertinent to the subject property and GSA requirements. More information is provided on various DSP plan sheets submitted with this application and attached at the end. The proposed architecture and building elevations are discussed in the following sections.

(c) Specific DSP Purposes:

(1) The specific purposes of Detailed Site Plans are:

(A) To show the specific location and delineation of buildings and structures, parking facilities, streets, green areas, and other physical features and land uses proposed for the site;

RESPONSE: The attached plan sheets and General Notes describe and show the location of all structures and other site improvements required.

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(B) To show specific grading, planting, sediment control, tree preservation, and storm water management features proposed for the site;

RESPONSE: The attached plan sheets, General Notes, Plan Legends, and attached sediment control and stormwater management approval plans promote this Purpose. The plan sheets show the location of all environmental features and proposed mitigation measures.

(C) To locate and describe the specific recreation facilities proposed, architectural form of buildings, and street furniture (such as lamps, signs, and benches) proposed for the site; and

RESPONSE: The attached rendering, plans, elevations provide, and material board details show the building's architectural form, finish, and quality. Landscape and architectural plans locate and describe open gathering spaces, pedestrian access, landscape character, lighting design, and landscape furnishings.

(D) To describe any maintenance agreements, covenants, or construction contract documents that are necessary to assure that the Plan is implemented in accordance with the requirements of this Subtitle.

RESPONSE: The Detailed Site Plan will become part of the construction contract documents to ensure the Plan is implemented. The Prince George's County Department of Public Works and Transportation may require stormwater management maintenance agreements, but these are handled during the review and approval of Stormwater Management Technical Plan documents. There are no covenants required to ensure that the Plan is implemented. The specific elements needed to be addressed by the above purposes are shown or illustrated on supporting DSP plan sheets and architectural drawings, a listing of which is attached at the end of this justification statement. The normal development and permitting process will require certain performance bonds to be posted by the Applicant before the start of any construction.

J. Section 27-274: - Design Guidelines for Conceptual and Detailed Site Plans:

(a) The Conceptual Site Plan shall be designed in accordance with the following guidelines:

(1) General.

(A) The Plan should promote the purposes of the Conceptual Site Plan.

(B) The applicant shall provide justification for, and demonstrate to the satisfaction of the Planning Board or District Council, as applicable, the reasons for

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noncompliance with any of the design guidelines for townhouses and three-family dwellings set forth in paragraph (11), below.

RESPONSE: The subject applications fulfill the purposes of the Conceptual Site Plan (CSP-01016) and Detailed Site Plans. There are no residential dwellings proposed.

(2) *Parking, loading, and circulation.*

(A) *Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site. As a means of achieving these objectives, the following guidelines should be observed:*

(i) *Parking lots should generally be provided to the rear or sides of structures;*

(ii) *Parking spaces should be located as near as possible to the uses they serve;*

(iii) *Parking aisles should be oriented to minimize the number of parking lanes crossed by pedestrians;*

(iv) *Large, uninterrupted expanses of pavement should be avoided or substantially mitigated by the location of green space and plant materials within the parking lot, in accordance with the Landscape Manual, particularly in parking areas serving townhouses; and*

(v) *Special areas for van pool, car pool, and visitor parking should be located with convenient pedestrian access to buildings.*

RESPONSE: The subject development plan proposes to meet all on-site parking requirements within the proposed 290 space two (2) level parking structure and 35 surface parking spaces located to the rear of the property complies with this standard. The two (2)-level parking garage, including covered loading areas for four (4) spaces (i.e., four (4) 15-ft. x 35-ft. loading spaces, and the vehicular and pedestrian circulation systems are designed in accordance with these design guidelines. All garage levels above the first have minimum ceiling heights of 8-ft. - 2-in. to accommodate handicapped vans.

(B) *Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians. To fulfill this goal, the following guidelines should be observed:*

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- (i) *Loading docks should be oriented toward service roads and away from major streets or public view; and*
- (ii) *Loading areas should be clearly marked and should be separated from parking areas to the extent possible.*

RESPONSE: The ground level of the parking garage also includes and covers the truck loading area that contains four (4) loading bays designed with a minimum ceiling height of 16 feet and minimum size dimensions (15-ft. x 35-ft.). Dimensions for the loading area are indicated on plan sheets. 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.

- (C) *Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers. To fulfill this goal, the following guidelines should be observed:*
 - (i) *The location, number and design of driveway entrances to the site should minimize conflict with off-site traffic, should provide a safe transition into the parking lot, and should provide adequate acceleration and deceleration lanes, if necessary;*
 - (ii) *Entrance drives should provide adequate space for queuing;*
 - (iii) *Circulation patterns should be designed so that vehicular traffic may flow freely through the parking lot without encouraging higher speeds than can be safely accommodated;*
 - (iv) *Parking areas should be designed to discourage their use as through-access drives;*
 - (v) *Internal signs such as directional arrows, lane markings, and other roadway commands should be used to facilitate safe driving through the parking lot;*
 - (vi) *Drive-through establishments should be designed with adequate space for queuing lanes that do not conflict with circulation traffic patterns or pedestrian access;*

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- (vii) Parcel pick-up areas should be coordinated with other on-site traffic flows;*
- (viii) Pedestrian access should be provided into the site and through parking lots to the major destinations on the site;*
- (ix) Pedestrian and vehicular circulation routes should generally be separated and clearly marked;*
- (x) Crosswalks for pedestrians that span vehicular lanes should be identified by the use of signs, stripes on the pavement, change of paving material, or similar techniques; and*
- (xi) Barrier-free pathways to accommodate the handicapped should be provided.*

RESPONSE: The DSP plan sheets illustrate that vehicular and pedestrian circulation routes are designed in accordance with the above guidelines to ensure safe, efficient, and convenient traffic flow and access. The proposed 9-ft. x 19-ft. parking stalls at 90° with a 22-ft. drive aisle for two-way traffic results in a Level-of-Service (LOS) B parking geometric within the garage. The traffic study confirms that traffic associated with the proposal can adequately and safely be accommodated on the existing highway network without adverse impacts. 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.

(3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the site's design character. To fulfill this goal, the following guidelines should be observed:*
 - (i) If the development is used at night, the luminosity, orientation, and location of exterior light fixtures should enhance user safety and minimize vehicular/pedestrian conflicts;*
 - (ii) Lighting should be used to illuminate important on-site elements such as entrances, pedestrian pathways, public spaces, and property addresses. Significant natural or built features may also be illuminated if appropriate to the site;*
 - (iii) The pattern of light pooling should be directed on-site;*

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- (iv) Light fixtures fulfilling similar functions should provide a consistent quality of light;***
- (v) Light fixtures should be durable and compatible with the scale, architecture, and use of the site; and***
- (vi) If a variety of lighting fixtures is needed to serve different purposes on a site, related fixtures should be selected. The design and layout of the fixtures should provide visual continuity throughout the site.***

RESPONSE: Lighting has been designed and located in accordance with the above guidelines and industry standards. Lighting details are illustrated on DSP-20036 Sheets, along with details of lighting fixtures to be installed. The proposed lighting is designed in accordance with the DSP Standards as well as being highly energy-efficient through the use of timers, photocells, and motion detectors. A photometric printout of the lighting levels proposed is enclosed as supporting technical data for the lighting design.

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(4) Views.

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

RESPONSE: The site is landscaped in accordance with the *Landscape Manual* with details shown within the plan set. The site perimeter is planted to screen the surrounding Metro rail use. The site's interior landscape is designed to provide open views of the building/entrance from the street and screen recreation spaces from automobile traffic. The parking garage facade is screened with vines supported on wire mesh supports. Attention is focused on the distance between the building and street where an attractive and functional pedestrian area is created near the building entrance. Also, the design of the building itself creates an attractive visual focal point from the Metro station area

(5) Green area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use. To fulfill this goal, the following guidelines should be observed:**
- (i) Green area should be easily accessible in order to maximize its utility and to simplify its maintenance;**
 - (ii) Green area should link major site destinations such as buildings and parking areas;**
 - (iii) Green area should be well-defined and appropriately scaled to meet its intended use;**
 - (iv) Green area designed for the use and enjoyment of pedestrians should be visible and accessible, and the location of seating should be protected from excessive sun, shade, wind, and noise;**
 - (v) Green area should be designed to define space, provide screening and privacy, and serve as a focal point;**
 - (vi) Green area should incorporate significant on-site natural features and woodland conservation requirements that enhance the physical and visual character of the site; and**
 - (vii) Green area should generally be accented by elements such as landscaping, pools, fountains, street furniture, and decorative paving.**

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RESPONSE: The DSP development plan retains 3.0 acres or 33.2% of the site in the green area. Other landscaped areas are in accordance with the *Landscape Manual*, and the green areas are designed in accordance with the above guidelines to provide well-defined outdoor passive recreation spaces, screening of unpleasant views, shaded areas, and stormwater bioretention. The diverse pallet of native plants with minimal lawn provides for increased ecosystem function, limited maintenance requirements, and reduced chemical/petroleum inputs.

(6) *Site and streetscape amenities.*

(A) *Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site. To fulfill this goal, the following guidelines should be observed:*

- (i) *The design of light fixtures, benches, trash receptacles, bicycle racks and other street furniture should be coordinated in order to enhance the visual unity of the site;***
- (ii) *The design of amenities should take into consideration the color, pattern, texture, and scale of structures on the site, and when known, structures on adjacent sites, and pedestrian areas;***
- (iii) *Amenities should be clearly visible and accessible, and should not obstruct pedestrian circulation;***
- (iv) *Amenities should be functional and should be constructed of durable, low maintenance materials;***
- (v) *Amenities should be protected from vehicular intrusion with design elements that are integrated into the overall streetscape design, such as landscaping, curbs, and bollards;***
- (vi) *Amenities such as kiosks, planters, fountains, and public art should be used as focal points on a site; and***
- (vii) *Amenities should be included which accommodate the handicapped and should be appropriately scaled for user comfort.***

RESPONSE: The site and streetscape amenities are designed in accordance with these guidelines to meet the needs of an office facility while being mindful of security needs. Space is provided for passive recreation. The minimal site slopes in pedestrian areas provide for ease of circulation for all

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users and required security needs.

(7) Grading.

(A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts. To fulfill this goal, the following guidelines should be observed:

- (i) Slopes and berms visible from streets and other public areas should appear as naturalistic forms. Slope ratios and the length of slopes should be varied if necessary to increase visual interest and relate manmade landforms to the shape of the natural terrain;**
- (ii) Excessive grading of hilltops and slopes should be avoided where there are reasonable alternatives that will preserve a site's natural landforms;**
- (iii) Grading and other methods should be considered to buffer incompatible land uses from each other;**
- (iv) Where steep slopes cannot be avoided, plant materials of varying forms and densities should be arranged to soften the appearance of the slope; and**
- (v) Drainage devices should be located and designed so as to minimize the view from public areas.**

RESPONSE: The site is designed to meet the grading requirements. The proposed grading maximum slope is 2:1 - minimum slopes of 2% in grass areas. Pavement and hardscape areas are all within the one percent (1%) minimum to seven percent (7%) maximum range. The proposed stormwater management is designed to meet or exceeds current Prince Georges County regulations.

(8) Service areas.

(A) Service areas should be accessible, but unobtrusive. To fulfill this goal, the following guidelines should be observed:

- (i) Service areas should be located away from primary roads, when possible;**
- (ii) Service areas should be located conveniently to all buildings served;**

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- (iii) Service areas should be effectively screened or enclosed with materials compatible with the primary structure; and*
- (iv) Multiple building developments should be designed to form service courtyards which are devoted to parking and loading uses and are not visible from public view.*

RESPONSE: Service and loading areas are located behind the building and inside the parking garage and are designed in accordance with the requirements of the GSA.

(9) Public spaces.

(A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development. To fulfill this goal, the following guidelines should be observed:

- (i) Buildings should be organized and designed to create public spaces such as plazas, squares, courtyards, pedestrian malls, or other defined spaces;*
- (ii) The scale, size, shape, and circulation patterns of the public spaces should be designed to accommodate various activities;*
- (iii) Public spaces should generally incorporate sitting areas, landscaping, access to the sun, and protection from the wind;*
- (iv) Public spaces should be readily accessible to potential users; and*
- (v) Pedestrian pathways should be provided to connect major uses and public spaces within the development and should be scaled for anticipated circulation.*

RESPONSE: The DSP proposes to provide open public space at grade adjacent to the building's entrance. 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 facade design, receives full sun from noon through the remaining day, and comprises 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 directly across Capital Gateway Drive. Pedestrian and vehicular routes are separated for the efficiency of circulation and safety. Inbound and outbound traffic parking lanes are located at the extreme ends of the site frontage, with limited exiting occurring nearest the central pedestrian crossing.

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10) Architecture.

- (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with Section 27-277.**

RESPONSE: The proposed architectural renderings, material boards, plans, and elevations illustrate the form, proportion, materials, textures, and color utilized to provide attractive and articulated building facades.

11) Townhouses and three-family dwellings.

RESPONSE: There are no townhouses or other dwellings associated with this proposal; therefore, this standard does not apply.

K. Section 27-285 (b) - Required findings for Detailed Site Plans:

- (1) The Planning Board may approve a Detailed Site Plan if it finds that the plan represents 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. If it cannot make these findings, the Planning Board may disapprove the Plan.**
- (2) The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**
- (3) The Planning Board may approve a Detailed Site Plan for Infrastructure if it finds that the plan satisfies the site design guidelines as contained in Section 27-274, prevents offsite property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.**

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RESPONSE: The Applicant believes that the proposed development represents a reasonable alternative to satisfying all site design guidelines in view of the site's location adjacent to the Branch Avenue Metro Station and the fact that the proposal is submitted for the express purpose of providing an exceptional and convenient location for the DHS. The proposal, with approval of the companion departure application for parking space size and the alternative parking and loading schedules, will allow the Applicant to develop the site to GSA and DHS specifications without requiring unreasonable costs and without detracting from the utility of the proposed development or the general neighborhood. There are no plans to submit a DSP for infrastructure.

L. Section 27-290.01 - Requirements for Expedited Transit-Oriented Development Projects:

(a) Expedited Transit-Oriented Development Projects shall be eligible for expedited review as set forth in this Section, except that applications eligible under Section 27-107.01(a)(242.2)(d) shall be subject to Section 27-290.02 and shall not be subject to Section 27-290.01(a)(1) through (7) or (b), but may serve as development guidelines.

(1) Expedited Transit-Oriented Development Projects located in a Euclidean Zone or a Mixed Use Zone, where a site plan approval is required, shall be exempt from applicable site plan requirements other than a Detailed Site Plan. Detailed Site Plan applications filed pursuant to this Section shall be eligible for expedited review.

(A) An application filed pursuant to this Section shall incorporate elements of a Conceptual Site Plan, as needed, to comply with specific conditions applicable to the subject property.

RESPONSE: This instant DSP-20036 does not incorporate the elements of a Conceptual Site Plan.

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

RESPONSE: Discussions related to the prior Conceptual Site Plan (CSP-01016) are incorporated within the confines of this DSP justification statement.

(C) An application filed pursuant to this Section may amend an existing Detailed Site Plan for the subject property.

RESPONSE: This standard does not apply to this DSP-20036 application.

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(2) *Expedited Transit-Oriented Development Projects on property located within a Comprehensive Design Zone shall be eligible for expedited review in the consideration of:*

(A) *A combined Comprehensive Design and Specific Design Plan application pursuant to Section 27-531; or*

RESPONSE: This standard does not apply to this DSP-20036 application.

(B) *A Specific Design Plan application, where there is an existing Comprehensive Design Plan applicable to the subject property.*

(i) *An application filed pursuant to this subparagraph may amend an existing Comprehensive Design Plan for the subject property.*

(ii) *An application filed pursuant to this subparagraph may amend an existing Specific Design Plan for the subject property.*

(3) *All other applicable requirements and procedures in this Subtitle for Detailed Site Plans, combined Comprehensive Design and Specific Design Plans, or Specific Design Plans, including amendments to existing plans, not inconsistent with this Section, shall apply to Detailed Site Plans, combined Comprehensive Design and Specific Design Plans, or Specific Design Plan applications, including amendments to existing plans, for which an applicant seeks expedited review under this Section. Special Permits, as defined by Section 27-239.02, are not site plans for the purposes of this Section.*

RESPONSE: The standard relating to a Specific Design Plan does not apply to this DSP-20036 application.

(4) *An application for a Detailed Site Plan, combined Comprehensive Design and Specific Design Plan, or Specific Design Plan, including an amendment to an existing plan, filed pursuant to this Section, shall be defined in this Section and prominently designated as an "Expedited Transit-Oriented Development Site Plan Application."*

RESPONSE: This standard does not apply to this DSP-20036 application.

(5) *Expedited Transit-Oriented Development Projects for which a preliminary plan of subdivision is required may file a preliminary plan application concurrently*

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with an Expedited Transit-Oriented Development Site Plan Application in accordance with Part 3, Division 9 of this Subtitle.

RESPONSE: A companion Preliminary Plan of Subdivision 4-20018 has been file and is being reviewed concurrently by the M-NCPPC staff.

- (6) *Review of Expedited Transit-Oriented Development Projects by the Department of Permitting, Inspections, and Enforcement, as prescribed by Subtitle 32 of this Code, shall be expedited. Notwithstanding any other requirement in this Code, an Expedited Transit-Oriented Development Site Plan Application may be filed with the Planning Board thirty (30) days after the stormwater management concept plan for the project is filed with the Department of Permitting, Inspections, and Enforcement. The Planning Board may not approve an Expedited Transit-Oriented Development Site Plan Application without an approved stormwater management concept plan for the project in accordance with Subtitle 32 of this Code.*

RESPONSE: A Stormwater Management Concept plan 28910-2020 approval is pending. Copy of the plan as submitted for approval is included. Copy of the approved plan and letter will be forwarded upon approval.

- (7) *All County agencies with responsibility for permit review for an Expedited Transit-Oriented Development Project shall make such review the highest priority in their staffs' permitting work responsibilities and shall comport with the expedited development review and permitting provisions of this Section. Permits may be staged to enable specific phases of Expedited Transit-Oriented Development Projects to proceed while concurrent review for future phases is ongoing.*

RESPONSE: The Applicant acknowledges this standard.

- (8) *All proposed Expedited Transit-Oriented Development Site Plan Applications shall comply with the informational mailing prescriptions set forth in Division 1, Part 3 of this Code and shall be expressly designated in the mailing as an Expedited Transit-Oriented Development Project. In addition, at the time an Expedited Transit-Oriented Development Site Plan Application is filed, the applicant shall provide written substantiation of outreach efforts to garner public input, to include any civic association registered with the Planning Board for the area where the project is located and any municipality within a one mile radius of the Expedited Transit-Oriented Development Project.*

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RESPONSE: The Applicant inadvertently left off ETOD on the informational letter sent to the community. However, the Acceptance Mailing Letter that will show that the application is about to be accepted will list the fact that it is an ETOD application.

Additionally, the community and the applicant are in constant contact concerning the proposed for the proposed new Federal Office Building for the United States Department of Homeland Security (DHS/CIS); and have just gone through the approval process for the existing New CIS building almost adjacent to the site.

(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;

(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;

RESPONSE: In these last 20 years, with the support of the surrounding community, the Applicant (Peter N.G. Schwartz) set out to create a truly Transit-Oriented Development with Restaurants, High-Quality Apartments and a large Employment Center. This has been achieved as of today the Headquarters of the United States Citizen and Immigration Services has been delivered to the U.S. Government at 5900 Capital Gateway Boulevard. It is the largest private taxpaying building with the most employment in the County, with 3,800 personnel. Occupancy of the 600,000 Square foot four (4) story facility is to take place between this August and November. Also, the Applicant has been

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successful in delivering over 2,000 high-quality apartments, which ranks as one of the highest quality residential communities in the County with our Apollo brand as being the highest.

Next, the Applicant embarked on creating a truly lively, ethnically diverse gathering of restaurants named Restaurant Row Apollo, totaling 50,000 square feet. Construction is on schedule for delivery of six of the Restaurants this Fall, including the most popular Milk & Honey with this being their flagship, followed by Via Roma, which will be Italian fare with the tastiest pizza ever and outdoor seating. Completing the flagship Building 600 is Subway, and Burger IM featuring quality meat and vegan burgers and their signature circular fries, and then a sister restaurant of the Hook & Reel and The Spot with five (5) kitchens and a sushi bar feature ever-changing Asian food. Other Restaurants are under various stages of negotiations with a final vision of 16 restaurants within this Restaurant Row Apollo venue. This retail development links the residential and commercial components of the Applicant's vision, providing an active and inviting work/play/live environment within walking distance to the Branch Avenue Metro Station.

As discussed previously in this statement, the proposed 260,360 square foot building complies with this standard is designed specifically to provide support facilities for the newly constructed 600,000 Square foot four (4) story Headquarters of the United States Citizen and Immigration Services 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, as well as the aforementioned approximately 50,000 square feet of food services also located within an easy walk in the nearby Restaurant Row.

(C) Minimizing building setbacks from the street;

RESPONSE: The Branch Avenue Urban Design Standards Subarea establishes build-to zone standards for all development types and uses within the DDOZ has a front build-to line standard of a minimum of 15 feet and a maximum of 30 feet from the curb. Being mindful of security needs and requirements of this Federal facility, this structure has a proposed front setback of 50 feet from the street curb. The Applicant has requested a modification to the DDOZ standards concerning the proposed building setback.

(D) Utilizing pedestrian scale blocks and street grids;

RESPONSE: The subject DSP-20036 development plan does not propose any additional subdivision of the subject Lot 34. The configuration of the existing subject property and surrounding community were established as a pedestrian scale easily walkable community designed around the Branch Avenue Metro Station facility.

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(E) Creating pedestrian-friendly public spaces;

RESPONSE: The DSP-20036 development plan proposes to provide open public space at grade adjacent to the building's entrance. 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 facade design, receives full sun from noon through the remaining day, and is comprised of 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 parking lanes are located at the extreme ends of the site frontage on Britannia Way with limited exiting occurring nearest the central pedestrian crossing located Capital Gateway Drive.

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

Section 27A-209. - General Design Principles of Urban Centers and Corridor Nodes.

(a) Building Facades should be aligned and close to the Street. Buildings form the space of the Street.

RESPONSE: As discussed previously in this justification statement, the Branch Avenue Urban Design Standards Subarea establishes build-to zone standards for all development types and uses within the DDOZ has a front build-to line standard of a minimum of 15 feet and maximum of 30 feet from the curb. Being mindful of security needs and requirements of this Federal facility this structure has a proposed front setback of 50 feet from the street curb. The Applicant has requested a modification to the DDOZ standards concerning the proposed building setback.

(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.

RESPONSE: The DSP-20036 development plan proposes to provide an open public space at grade adjacent to the building's entrance. The architectural and landscape site plans provide and show the spaces, their organization, design and features. The space is well defined by the building massing and facade design, receives full sun from noon through the remaining day, and is comprised of 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 located on the opposite side of Capital Gateway Drive from the Subject Property.

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- (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.***

RESPONSE: The DSP development plan retains 3.0 acres or 33.2% of the site in the green area. Other landscaped areas are in accordance with the *Landscape Manual*, and the green areas are designed in accordance with the above guidelines to provide well-defined outdoor passive recreation spaces, screening of unpleasant views, shaded areas, and stormwater bioretention. The diverse pallet of native plants with minimal lawn provides for increased ecosystem function, limited maintenance requirements, and reduced chemical/petroleum inputs.

- (e) ***Regulated Environmental Features shall be preserved, protected, and restored to a natural state to the fullest extent possible.***

RESPONSE: There are no Regulated Environmental Features located on or adjacent to the Subject Property.

- (f) ***Buildings oversee the Street-Space with active fronts. This overview of the Street-Space contributes to safe and vital public spaces.***

RESPONSE: The DSP proposes to provide open public space at grade adjacent to the building's entrance. 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 facade design, receives full sun from noon through the remaining day, and is comprised of 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.

- (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***

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community and reinforce visual surveillance and sense of communal ownership of these spaces.

RESPONSE: The site and streetscape amenities are designed in accordance with these guidelines to meet the needs of an office facility while being mindful of the security needs of USCIS. The subject DSP-20036 development plan does not incorporate the use of fences or walls or fences along the property line.

(i) *Vehicle storage and parking (excluding on-Street parking), garbage and recycling storage, and mechanical equipment are kept away from the Street-Space.*

RESPONSE: All parking, waste/garbage storage, and mechanical equipment are located to the rear /interior of the property.

(G) *Be a development with at least one building that includes two or more stories with habitable or leasable space above grade.*

RESPONSE: As discussed previously, the Applicant's proposed single-tenant building is two (2) stories in height, and the parking garage is two (2) levels or in 50-feet in height. The site design provides for a total of 349,390 square feet of the proposed office building and garage ÷ 9.0462-acre site (394,051 square feet) = 0.89 FAR for the United States Citizenship and Immigration Services (USCIS), complies with the above discussed CSP-01016 condition of approval.

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

RESPONSE: As discussed on multiple occasions previously within this justification statement, the Applicant proposed two (2) story 260,360 square foot building is designed specifically to provide support facilities for the newly constructed 600,000 Square foot four (4) story Headquarters of the United States Citizen and Immigration Services 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. Combined, these two facilities provide over 860,000 square feet of office space for this important Federal government agency which represents a major employer in Prince George's County.

(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;*

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- (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**

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(P) Banquet halls, unless accessory to a restaurant, tavern, hotel, or convention center.

RESPONSE: The Applicant is not proposing any of the restricted uses; therefore this application complies with the above Subsection.

(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.

RESPONSE: The subject DSP-20036 complies with this standard. The development plan is designed in conformance with the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*, defines long-range land use and development policies, detailed zoning changes, design standards, and superimposes a DDOZ on the Branch Avenue Metro Station Sector Plan area.

(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.

RESPONSE: The Applicant acknowledges this standard.

(c) Submittal and pre-review and pre-submittal assessment of an Expedited Transit-Oriented Development Site Plan Application.

(1) Pre-review and pre-submittal assessment.

(A) Applicants may request a Planning Department pre-review (an informal assessment prior to the application filing) for a proposed Expedited Transit-Oriented Development Project as needed. A pre-review assessment for an Expedited Transit-Oriented Development Site Plan Application by the Planning Department is encouraged, but not required. If a pre-review assessment for an Expedited Transit-Oriented Development Site Plan Application is held, notification of the pre-review assessment shall be provided to the Clerk of the Council, as well as every municipality located within one (1) mile of the applicant's property.

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RESPONSE: A virtual pre-submittal assessment meeting with M-NCPPC staff for this instant application was held on or about Wednesday, July 22, 2020.

(B) When an Expedited Transit-Oriented Development Site Plan Application is filed with the Planning Board, the Planning Director or the Planning Director's designee shall have five (5) working days to review, provide written comments (preferably by electronic mail), and accept or reject the application for submission under this Section. In the event that the Planning Director or the Planning Director's designee rejects an application, it shall state the basis for the rejection in writing and list the deficiencies that must be corrected prior to an Expedited Transit-Oriented Development Site Plan Application being considered submitted under this Section. A decision of rejection or acceptance shall be based on the elements required by this Subtitle for an Expedited Transit Oriented Development Site Plan Application.

RESPONSE: The Applicant acknowledges this standard.

(2) Submittal to the Planning Board. If the Expedited Transit-Oriented Development Site Plan Application is not rejected pursuant to paragraph (1)(B), above, and, thus, is submitted for the purposes of this Section, the Planning Director or the Planning Director's designee shall send time-stamped, written certification to the applicant that the Expedited Transit-Oriented Development Site Plan Application has been submitted.

RESPONSE: The Applicant acknowledges this standard.

(3) After an Expedited Transit-Oriented Development Site Plan Application is submitted pursuant to subsection (c)(2), above, the Planning Director or the Planning Director's designee shall provide a supplemental informational mailing in the manner prescribed by Section 27-125.01 of this Subtitle stating the date and time of the Subdivision and Development Review Committee meeting on the application.

RESPONSE: The Applicant acknowledges this standard.

(d) Expedited Review for eligible applications shall be so designated as "SEEKING EXPEDITED REVIEW" in bold capital letters and in a prominent location on at least the first page of the application at the time of filing of the application.

RESPONSE: The Applicant has submitted an ETOD application in compliance with this standard.

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- (e) ***Expedited Transit-Oriented Development Site Plan Applications shall take highest priority in the work program of the Planning Department staff. Within fourteen (14) calendar days after the date of submittal of an Expedited Transit-Oriented Development Site Plan Application, the Planning Board shall make the application publicly available on a website designated by the Planning Director or the Planning Director's designee until action is taken on the application by the Planning Board or final action by the District Council (if the Council elects to review or the application is appealed).***

RESPONSE: The Applicant acknowledges this standard.

- (f) ***Planning Board Decision.***

RESPONSE: The Applicant acknowledges this standard.

- (1) ***Applying the requirements of this Section and other applicable requirements of this Subtitle, the Planning Board shall adopt a resolution of approval, disapproval, or approval with conditions (the "Planning Board's decision") on an Expedited Transit-Oriented Development Site Plan Application within sixty (60) days after an application is submitted pursuant to subsection (c)(2), above. If the Planning Board's decision does not occur within sixty (60) days of application submittal, the Expedited Transit-Oriented Development Site Plan Application shall be deemed to be approved, unless the project has not received an approved stormwater management concept plan in accordance with Subtitle 32 of the Code. The month of August and the period between and inclusive of December 20 and January 3 shall not be included in calculating this sixty (60) day period. The applicant may (in writing to the Planning Board), in advance of the expiration of the period, waive the sixty (60) day requirement to provide for some longer specified review period for the application of this subsection.***

RESPONSE: The Applicant acknowledges this standard.

- (2) ***If the Expedited Transit-Oriented Development Project has not received an approved stormwater management concept plan in accordance with Subtitle 32 of the Code by the expiration of the sixty (60) day review period in paragraph (1), above, without a Planning Board decision being made, and the applicant has not extended the sixty (60) day review period, the Expedited Transit-Oriented Development Site Plan Application shall be deemed disapproved.***

RESPONSE: The Applicant acknowledges this standard.

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- (3) *The Planning Board shall send written notice of the Planning Board's decision, including a copy of the decision, to the Clerk of the Council, all persons of record, and the applicant within seven (7) calendar days after the date of the Planning Board's decision.*

RESPONSE: The Applicant acknowledges this standard.

(g) District Council Review.

- (1) *For applications eligible under Sections 27-107.01(a)(242.2)(a), (b) or (c), within thirty (30) calendar days after the date of the notice of the Planning Board's decision on an Expedited Transit-Oriented Development Site Plan Application, the District Council may vote to review the Planning Board's decision on its own motion, or an applicant or a person of record may appeal the Planning Board's decision to the District Council by filing a written appeal with the Clerk of the Council. For applications eligible under Section 27-107.01(a)(242.2)(d), within thirty (30) calendar days after the date of the notice of the Planning Board's decision an applicant or a person of record may appeal the Planning Board's decision to the District Council by filing a written appeal with the Clerk of the Council.*
 - (A) *An appeal by an applicant or a person of record shall specify the error which is claimed to have been committed by the Planning Board and shall also specify those portions of the record relied upon to support the error alleged. A copy of the appeal shall be sent by the submitter to all persons of record (by regular mail), and a certificate of service shall accompany the submission to the Clerk.*
 - (B) *If, within thirty (30) calendar days after the date of the notice of the Planning Board's decision, the District Council has not elected to review the Planning Board's decision and no appeal has been filed by a person of record or the applicant, the Planning Board's decision on the Expedited Transit-Oriented Development Site Plan Application shall be deemed to be affirmed by the District Council.*
- (2) *The Clerk of the Council shall notify (and may do so by electronic transmission) the Planning Board of the review decision or appeal, if any. The Planning Board shall transmit (and may do so by electronic transmission) to the District Council, within seven (7) calendar days of receipt of the notice from the Clerk, the Expedited Transit-Oriented Development Site Plan Application, the official list of persons of record, and all written evidence and any other materials used in the consideration of the application by the Planning Board.*

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- (3) *The District Council shall hold a public hearing on the review or appeal within twenty-one (21) calendar days after the decision to review or the filing of an appeal from the Planning Board's decision on an Expedited Transit-Oriented Development Site Plan Application. A person of record or an applicant that has appealed a Planning Board's decision to the District Council pursuant to this Section may also withdraw their appeal in writing to the Clerk of the Council (by regular mail or hand delivery) at any time prior to notice being issued for the public hearing and, provided the District Council has also not elected to review the Planning Board's decision on the application, the Planning Board's decision on the Expedited Transit-Oriented Development Site Plan Application shall be deemed to be affirmed by the District Council so long as the review and appeal period in subsection (g)(1), above, has expired.***
- (4) *The Clerk of the Council shall send written notice to all parties of record of the appeal or the District Council's election to review the decision of the Planning Board including notice of the public hearing, not later than ten (10) calendar days prior to any public hearing on the review.***
- (5) *Within seven (7) calendar days after the close of the District Council's public hearing on review of the Planning Board's decision on an Expedited Transit-Oriented Development Site Plan Application, the Council shall approve, approve with conditions, or disapprove the application filed pursuant to this Section or the Planning Board's decision shall be deemed to be affirmed. The District Council shall state the reasons for its action in writing. Where the District Council approves an Expedited Transit-Oriented Development Site Plan Application, the District Council shall make the same findings required for the Planning Board decision. In the event no final action is taken by the District Council within twenty-eight (28) calendar days after the date that the District Council elects to review the Planning Board's decision or the date an appeal from the Planning Board's decision is filed, the Planning Board's decision on the application shall be deemed to be affirmed. The months of August and December shall not be considered for the purpose of calculating the time for consideration or final action by the District Council on an application filed pursuant to this Section.***
- (6) *Copies of the District Council decision on an Expedited Transit-Oriented Development Site Plan Application shall be sent to all parties of record, the applicant, and the Planning Board.***

RESPONSE: The Applicant acknowledges the above six standards relating to the District Council review and decision.

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L. Section 27-546. Site plans:

(a) *A Conceptual Site Plan and a Detailed Site Plan shall be approved for all uses and improvements, in accordance with Part 3, Division 9, of this Subtitle.*

(b) *In addition to the information required by Part 3, Division 9, for Conceptual Site Plans, the following information shall be included on Plans in the M-X-T Zone:*

(1) *A general description of the pedestrian system proposed;*

RESPONSE: The pedestrian system is as shown on plan sheets and is designed to provide maximum safety and connectivity among the various site improvements and the adjacent Metro station. Attention is focused on the space between the building and street where an attractive and functional pedestrian area is created near the building entrance.

(2) *The proposed floor area ratio;*

RESPONSE: The application proposal includes 349,390 square feet of proposed office building and garage ÷ 9.0462-acre site (394,051 square feet) = 0.89 FAR for the United States Citizenship and Immigration Services (USCIS), complies with the above standard.

(3) *The type and location of uses proposed, and the range of square footage anticipated to be devoted to each;*

RESPONSE: Office Area:	= 260,360 square feet
Parking Garage:	= <u>89,030 square feet</u>
Total	349,390 square feet

(4) *A general description of any incentives to be used under the optional method of development;*

RESPONSE: None proposed for the subject property.

(5) *Areas proposed for landscaping and screening;*

RESPONSE: The proposed DSP-20036 landscape plan is designed to meet or exceed the landscaping requirements of the Zoning Ordinance.

(6) *The proposed sequence of development; and*

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RESPONSE: The project is a single-phase development.

(7) The physical and functional relationship of the project uses and components.

RESPONSE: The plan sheets illustrate the relationship of the subject property immediately adjacent to the Branch Avenue Metro Station achieves all State and County goals for implementing TOD development. The proposed development logically and conveniently links to the nearby Metro station with sensitively designed bus transit access, pedestrian and bicycle connections, thus maximizing use of the transit system. The overall development is compact and urban in nature, with parking carefully designed and limited to encourage the use of alternative commuting modes to help reduce vehicle emissions and increase Metro ridership. The walking distance from the subject property to the entrance of the Metro station is approximately 1,000 feet, which is all along an existing sidewalk that meets ADA accessibility requirements. Parking and loading are provided to meet or exceed GSA and DHS specifications.

(8) Property placed in the M-X-T Zone by a Sectional Map Amendment shall provide supporting evidence which shows whether the proposed development will exceed the capacity of transportation facilities that are existing, are under construction, for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program or within the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in a specific public facilities financing and implementation program.

RESPONSE: As discussed in the Preliminary Plan of Subdivision 4-20018 justification statement, the application proposes an entirely different development than was initially anticipated in the prior Conceptual Site Plan CSP-01016 and Preliminary Plan of Subdivision 4- application. This instant application proposes to develop of the subject property with an approximately 260,360 square-foot two (2) story office building being constructed by the Applicant for a new Federal Office Building for the United States Department of Homeland Security (DHS) for a contract issued by the General Services Administration (GSA). Therefore, for this entirely new project, a new traffic study has been prepared and is being submitted since we are not relying on the previous trip cap. The traffic impact study (TIA) designed in accordance with M-NCPPC guidelines has been prepared for the preliminary plan application.

Future peak hour levels of service with the U.S. Citizens & Immigration Services Call Center were calculated for the six study intersections and site access point intersection using the volumes shown in 3-5, and the future lane and traffic control shown in Figure 3-6 (see TIA). Note that the only modifications to the existing road network illustrated in Figure 3-6 of the submitted TIA, are the addition of the site access/egress drives.

Per MNCPPC guidelines, the intersections were analyzed using Highway Capacity Manual

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methodologies, and the roundabout was analyzed using Sidra (Version 6) roundabout analysis software. The results are presented in Appendix F and summarized in Tables 1 and 2.

As shown in Table 1, all study intersections will continue to pass the MNCPPC level of service standard with the construction of the U.S. Citizens + Immigration Services Call Center (Two Town Center).

Table 1
Two Town Center
Intersection Level of Service Summary (1)

Intersection	Intersection Control	Lane Group/Approach	Existing Conditions				Background Conditions				Total Future Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. Britannia Way/ Auth Way	Unsignalized	Overall	Pass	0.2 sec/veh	Pass	0.2 sec/veh	Pass	0.2 sec/veh	Pass	0.3 sec/veh	Pass	5.6 sec/veh	Pass	15.5 sec/veh
2. Winchester Commercial Pkwy/ Telfair Boulevard/ Capital Gateway Drive	Unsignalized	Overall	Pass	5.6 sec/veh	Pass	3.7 sec/veh	Pass	6.3 sec/veh	Pass	3.7 sec/veh	Pass	6.2 sec/veh	Pass	3.8 sec/veh
3. Greenline Court/ Winchester Commercial Pkwy/ Capital Gateway Drive	Unsignalized	Overall	Pass	5.2 sec/veh	Pass	3.6 sec/veh	Pass	8.1 sec/veh	Pass	3.9 sec/veh	Pass	8.1 sec/veh	Pass	3.8 sec/veh
4. Capital Gateway Drive/ Metro Park & Ride/ Driveway	Unsignalized	Overall	Pass	4.9 sec/veh	Pass	5.4 sec/veh	Pass	3.6 sec/veh	Pass	4.7 sec/veh	Pass	3.6 sec/veh	Pass	4.6 sec/veh
6. Auth Way/ Auth Place	Signalized	Overall v/c	B Pass	14.4 sec/veh 0.36	B Pass	14.6 sec/veh 0.49	B Pass	15.2 sec/veh 0.38	C Pass	23.7 sec/veh 0.77	B Pass	16.6 sec/veh 0.48	D Pass	36.7 sec/veh 0.92
7. Britannia Way/ Site Driveway	Unsignalized	Overall	Future Intersection		Future Intersection		Future Intersection		Future Intersection		Pass	1.5 sec/veh	Pass	8 sec/veh

(1) Analysis performed using Synchro software, version 10.

The TIA analysis results in Table 2 indicate that the roundabout at Auth Road/Old Soper Road/Capital Gateway Drive will continue to operate at LOS B during both the AM and PM peak hours with the construction of the U.S. Citizens & Immigration Services Call Center (Two Town Center).

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Table 2
Two Town Center
Roundabout Level of Service Summary ⁽¹⁾

Intersection	Intersection Control	Approach/Movement	Existing Conditions						Background Conditions						Total Future Conditions					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
5. Capital Gateway Drive/ Auth Road/ Old Soper Road	Roundabout	NBL	A	7.8	0.297	A	6.4	0.254	B	17.5	0.513	A	7.9	0.314	B	18.0	0.527	A	8.5	0.330
		NBT	A	7.8	0.297	A	6.4	0.254	B	17.1	0.513	A	7.9	0.314	B	17.6	0.527	A	8.5	0.330
		NBR	A	7.8	0.297	A	6.4	0.254	B	16.2	0.513	A	7.9	0.314	B	16.7	0.527	A	8.5	0.330
		WBL	A	5.9	0.101	A	9.5	0.422	A	7.6	0.239	B	11.7	0.528	A	7.7	0.245	B	12.3	0.551
		WBT	A	6.3	0.101	A	9.6	0.422	A	7.7	0.239	B	11.8	0.528	A	7.9	0.245	B	12.4	0.551
		WBR	A	6.4	0.101	A	9.6	0.422	A	7.8	0.239	B	11.8	0.528	A	7.9	0.245	B	12.4	0.551
		SBL	A	8.2	0.328	C	22.3	0.706	B	10.5	0.389	C	33.1	0.806	B	10.6	0.391	D	36.9	0.832
		SBT	A	8.2	0.328	C	22.3	0.706	B	10.5	0.389	C	33.1	0.806	B	10.6	0.391	D	36.9	0.832
		SBR	A	8.2	0.328	C	22.3	0.706	B	10.5	0.389	C	33.1	0.806	B	10.6	0.391	D	36.9	0.832
		EBL	A	6.3	0.327	A	8.1	0.327	B	11.5	0.629	B	10.6	0.460	B	11.7	0.632	B	11.1	0.472
		EBT	A	6.3	0.327	A	8.0	0.327	B	11.5	0.629	B	10.6	0.460	B	11.7	0.632	B	11.1	0.472
		EB	A	6.3	0.327	A	8.0	0.327	B	11.5	0.629	B	10.5	0.460	B	11.7	0.632	B	11.1	0.472
		Overall	A	7.1	0.328	B	11.0	0.706	B	12.0	0.629	B	14.2	0.806	B	12.2	0.632	B	15.3	0.832

Note:
(1) Roundabout analysis based on SIDRA Intersection methodology, version 6.

The proposed development will generate 457 new AM peak hour trips and 431 new PM peak hour trips. The conclusions of the study indicate that the property will be adequately served by its two frontage roadways and surrounding road network with no further upgrades needed.

(c) ***In addition to the information required by Part 3, Division 9, for Detailed Site Plans, the following information shall be included on Plans in the M-X-T Zone:***

(1) ***The proposed drainage system;***

RESPONSE: DSP-20036 shows the details of the proposed onsite drainage system.

(2) ***All improvements and uses proposed on the property;***

RESPONSE: The plan sheets provide this information.

(3) ***The proposed floor area ratio of the project, and detailed description of any bonus incentives to be used; and***

RESPONSE: A 0.89 FAR is indicated on the cover sheet of the DSP, sheet 1 of 7. No bonus incentives are utilized.

(4) ***Supporting evidence which shows that the proposed development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program or within the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in a specific public facilities financing and implementation program, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning***

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through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last.

RESPONSE: The subject property will not require any public facility improvements. All required roadway and other transportation improvements required to support the density proposed in this DSP has been constructed.

(d) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

(1) The proposed development is in conformance with the purposes and other provisions of this Division;

RESPONSE: As discussed elsewhere in this statement of justification, the proposal conforms to the purposes and design guidelines for conceptual and detailed site plans and the purposes and regulations for development in the M-X T Zone and the. The purposes of the M-X-T zone are in Section 27-542(a) as follows:

(a) The purposes of the M-X-T Zone are:

(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;

RESPONSE: The subject property was placed in the M-X-T Zone for the specific purpose of redevelopment and has been planned by Prince George's County for such a development as herein proposed.

(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;

RESPONSE: The existing zoning allows for the proposed use, which in turn implements County and State plans for development around the Branch Avenue Metro Station, as discussed above.

(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

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might otherwise become scattered throughout and outside the County, to its detriment;

RESPONSE: The proposed DHS office in the M-X-T Zone will maximize private and public economic development potentials by leveraging investment by both sectors in a site that is adjacent to a Metro station.

- (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;***

RESPONSE: As intended by the M-X-T Zone, the proposal leverages transit ridership by its location adjacent to the Metro station, approximately 1,000 feet door to door. Vehicle use is also reduced by internal synergies between the different uses (residential retail and office) within this mixed-use project.

- (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;***

RESPONSE: The addition of proposed 1,100 personnel to the 3,800 personnel associated with the newly completed USCIS building at 5900 Capital Gateway Drive contributes to the critical mass of employees into the Town Center to help support other uses and take advantage of area housing opportunities.

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

RESPONSE: The M-X-T Zone encourages the type of vertical development proposed. The location of the subject property adjacent to the rail station and at the edge of the Town Center provides the venue for creating a visual focal point as proposed by the building's design.

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

RESPONSE: The proposed development maximizes land-use relationships between the site and adjacent Metro station. The building presents a distinctive character and focal point at the core of the Town Center.

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- (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;***

RESPONSE: The proposed site and building are designed in accordance with these purposes, and the entire development package strives for economies in design and energy usage. The building is designed to meet all Federal GSA building requirements for Leadership in Energy and Environmental Design (LEED) NC Silver and LEED-CI Certified recognition.

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

RESPONSE: The M-X-T zoning of the Town Center and subject property have allowed the Applicant the opportunity to attract expansion of a significant Federal agency to Prince George's County at a vibrant location surrounded by new and evolving mixed-use developments.

- (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.***

RESPONSE: As the proposed architectural elevations illustrate, the Applicant has designed an attractive building that achieves the intended purposes of the M-X-T Zone.

- (a)(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;***

RESPONSE: The M-X-T was initially approved via the Heights Master Plan and SMA in 2000, and subsequently reaffirmed with the adoption of the *Southern Green Line Station Area Sector Plan and Sectional Map Amendment* in 2014. This proposal is in conformance with the recommendations of the 2014 *Southern Green Line Station Area Sector Plan and Sectional Map Amendment*.

- (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;***

RESPONSE: The subject property and proposed development is a focal point for the core of the Town Center at Camp Springs that is both physically and visually integrated. The building will serve as a landmark with its distinctive architecture, dynamic form, and carefully scaled massing.

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

RESPONSE: As discussed previously in this justification statement, the subject property and proposed development are buffered from adjacent low-density areas by the Metro facilities. The proposal certainly is deemed compatible for the site given the policies embedded in the master plan, General Plan, and State TOD/DDOZ policies, and standards.

- (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;***

RESPONSE: The proposal is for a single-tenant Federal Agency, but the proposed site development and design components reflect a cohesive development that is deemed compatible with the site's location in the core of the Town Center at Camp Springs and adjacency to the Branch Avenue Metro Station. The proposed building use will contribute substantially to the overall viability of the Town Center area.

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

RESPONSE: The development will not be staged.

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

RESPONSE: The plan sheets clearly indicate a comprehensive system of pedestrian connections between structures on-site, open space, and the adjacent Metro station. Pedestrian access to the Branch Avenue Metro Station already exists in the form of an ADA compliant concrete sidewalk starting directly across Capital Gateway Drive from the building entrance and central open space pedestrian area. This project will install a crosswalk, as shown on the DSP, to provide direct and convenient pedestrian access from the site to the Branch Avenue Metro Station.

- (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***

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RESPONSE: The various plan sheets and details illustrate a cohesive plan for pedestrian activities, amenities, and open space.

- (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.*

RESPONSE: As discussed previously in this justification statement, the application proposes an entirely different development than was initially anticipated in the prior Conceptual Site Plan CSP-01016 and Preliminary Plan of Subdivision 4- application. This instant application proposes to develop of the subject property with an approximately 260,360 square-foot two (2) story office building being constructed by the Applicant for a new Federal Office Building for the United States Department of Homeland Security (DHS) for a contract issued by the General Services Administration (GSA). Therefore, for this entirely new project, a new traffic study has been prepared and is being submitted since we are not relying on the previous trip cap. The traffic impact study (TIA) designed in accordance with M-NCPPC guidelines has been prepared for the preliminary plan application.

Future peak hour levels of service with the U.S. Citizens & Immigration Services Call Center were calculated for the six study intersections and site access point intersection using the volumes shown in 3-5, and the future lane and traffic control shown in Figure 3-6 (see TIA). Note that the only modifications to the existing road network illustrated in Figure 3-6 of the submitted TIA, are the addition of the site access/egress drives.

Per MNCPPC guidelines, the intersections were analyzed using Highway Capacity Manual methodologies, and the roundabout was analyzed using Sidra (Version 6) roundabout analysis software. The results are presented in Appendix F and summarized in Tables 1 and 2.

As shown in Table 1, all study intersections will continue to pass the MNCPPC level of service standard with the construction of the U.S. Citizens + Immigration Services Call Center (Two Town Center).

Table 1
 Two Town Center
 Intersection Level of Service Summary (1)

Intersection	Intersection Control	Lane Group/Approach	Existing Conditions				Background Conditions				Total Future Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. Brittonia Way/ Auth Way	Unsignalized	Overall	Pass	0.2 sec/veh	Pass	0.2 sec/veh	Pass	0.2 sec/veh	Pass	0.3 sec/veh	Pass	5.6 sec/veh	Pass	15.5 sec/veh
2. Winchester Commercial Pkwy/ Telfair Boulevard/ Capital Gateway Drive	Unsignalized	Overall	Pass	5.6 sec/veh	Pass	3.7 sec/veh	Pass	6.3 sec/veh	Pass	3.7 sec/veh	Pass	6.2 sec/veh	Pass	3.8 sec/veh
3. Greenline Court/ Winchester Commercial Pkwy/ Capital Gateway Drive	Unsignalized	Overall	Pass	5.2 sec/veh	Pass	3.6 sec/veh	Pass	8.1 sec/veh	Pass	3.9 sec/veh	Pass	8.1 sec/veh	Pass	3.8 sec/veh
4. Capital Gateway Drive/ Metro Park & Ride/ Driveway	Unsignalized	Overall	Pass	4.9 sec/veh	Pass	5.4 sec/veh	Pass	3.6 sec/veh	Pass	4.7 sec/veh	Pass	3.6 sec/veh	Pass	4.6 sec/veh
6. Auth Way/ Auth Place	Signalized	Overall v/c	B Pass	14.4 sec/veh 0.36	B Pass	14.6 sec/veh 0.49	B Pass	15.2 sec/veh 0.38	C Pass	23.7 sec/veh 0.77	B Pass	16.6 sec/veh 0.48	D Pass	36.7 sec/veh 0.92
7. Brittonia Way/ Site Driveway	Unsignalized	Overall	Future Intersection		Future Intersection		Future Intersection		Future Intersection		Pass	1.5 sec/veh	Pass	8 sec/veh

(1) Analysis performed using Synchro software, version 10.

The TIA analysis results in Table 2 indicate that the roundabout at Auth Road/Old Soper Road/Capital Gateway Drive will continue to operate at LOS B during both the AM and PM peak hours with the construction of the U.S. Citizens & Immigration Services Call Center (Two Town Center).

Table 2
 Two Town Center
 Roundabout Level of Service Summary (1)

Intersection	Intersection Control	Approach/ Movement	Existing Conditions						Background Conditions						Total Future Conditions					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
5. Capital Gateway Drive/ Auth Road/ Old Soper Road	Roundabout	NBL	A	7.8	0.297	A	6.4	0.254	B	17.5	0.513	A	7.9	0.314	B	18.0	0.527	A	8.5	0.330
		NBT	A	7.8	0.297	A	6.4	0.254	B	17.1	0.513	A	7.9	0.314	B	17.6	0.527	A	8.5	0.330
		NBR	A	7.8	0.297	A	6.4	0.254	B	16.2	0.513	A	7.9	0.314	B	16.7	0.527	A	8.5	0.330
		WBL	A	5.9	0.101	A	9.5	0.422	A	7.6	0.239	B	11.7	0.528	A	7.7	0.245	B	12.3	0.551
		WBT	A	6.3	0.101	A	9.6	0.422	A	7.7	0.239	B	11.8	0.528	A	7.9	0.245	B	12.4	0.551
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		SBL	A	8.2	0.328	C	22.3	0.706	B	10.5	0.389	C	33.1	0.806	B	10.6	0.391	D	36.9	0.832
		SBT	A	8.2	0.328	C	22.3	0.706	B	10.5	0.389	C	33.1	0.806	B	10.6	0.391	D	36.9	0.832
		SBR	A	8.2	0.328	C	22.3	0.706	B	10.5	0.389	C	33.1	0.806	B	10.6	0.391	D	36.9	0.832
		EBL	A	6.3	0.327	A	8.1	0.327	B	11.5	0.629	B	10.6	0.460	B	11.7	0.632	B	11.1	0.472
		EBT	A	6.3	0.327	A	8.0	0.327	B	11.5	0.629	B	10.6	0.460	B	11.7	0.632	B	11.1	0.472
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		Overall	A	7.1	0.328	B	11.0	0.706	B	12.0	0.629	B	14.2	0.806	B	12.2	0.632	B	15.3	0.832

Note:
 (1) Roundabout analysis based on SIDRA Intersection methodology, version 6.

The proposed development will generate 457 new AM peak hour trips and 431 new PM peak hour trips. The conclusions of the study indicate that the property will be adequately served by its two frontage roadways and surrounding road network with no further upgrades needed.

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(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.*

RESPONSE: As discussed above, adequate transportation facilities exist to accommodate the proposed development.

(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.*

RESPONSE: The 9.04-acre subject property is not part of a “Mixed-Use Planned Community,” which would require the M-X-C zoning classification. However, it comprises a portion of the previously approved 106-acre Capital Gateway development and current approved Town Center at Camp Springs, which is a mixed-use development.

M. Section 27-548 – Regulations:

The M-X-T Zone has additional regulations pertaining to all developments in the zone as follows:

(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.*

RESPONSE: The proposed building is designed to provide two (2) stories of office space totaling 30 feet in height. Proposed above the office levels is an equipment level that will add an additional 20 feet, for a total building height of 50 feet. The parking garage is two (2) levels in height. The site design provides for a total of 349,390 square feet of proposed office space and garage ÷ 9.0462-acre site (394,051 square feet) = 0.89 FAR for the United States Citizenship and Immigration Services (USCIS), complies with the above discussed CSP-01016 condition of approval.

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Modification: As discussed previously in this justification report within the Branch Avenue DDOZ design standards, a modification is requested from this standard. Per the U.S. Government's issuance of a call for offers for another USCIS of 260,360 square feet that will house 1,100 employees, the GSA design specifications called for a single one-story building. However, due to the subject property's unique irregular "U-Shape," the Applicant and his project team have designed a building he is confident meets both the County's design standards, as well as those of the GSA.

Secondly, the Applicant believes that a modification is warranted given the fact that the proposed two (2) story 260,360 square foot building is designed specifically to provide support facilities for the newly constructed 600,000 Square foot four (4) story Headquarters of the United States Citizen and Immigration Services 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. Combined, these two facilities provide over 860,000 square feet of office space for this important Federal government agency, represents a significant employer in Prince George's County.

- (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.*

RESPONSE: One building is proposed with an adjacent parking garage.

- (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.*

RESPONSE: The detailed site plan shows all the required information.

- (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.*

RESPONSE: Landscaping, screening, and buffering are in accordance with the Landscape Manual and in some instances, exceed the requirements.

- (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*

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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.

RESPONSE: The computation of the proposed Floor Area Ratio, i.e., 349,390 sq. ft. of the proposed office building and garage ÷ 9.0462-acre site (394,051 square feet) = 0.89 FAR is computed in accordance with the above standard.

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

RESPONSE: This requirement does not pertain to the proposal because the proposed use is free-standing and does not include space above or below any 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.

RESPONSE: The subject property has frontage along and direct access to Britannia Way.

(h) and (i) pertain to townhouse development and multifamily building heights and are not relevant to the proposal.

N. Section 27-574 - Number of Parking spaces required in the M-X-T Zone and in a Metro Planned Community:

(a) The number of parking spaces required in the M-X-T Zone and in a Metro Planned Community are to be calculated by the applicant and submitted for Planning Board approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.

(b) The number of off-street parking spaces required for development in the M-X-T Zone and in a Metro Planned Community shall be calculated using the following procedures:

(1) Determine the number of parking spaces required for each use proposed, based on the requirements of Section 27-568. These parking spaces are to be considered as the greatest number of spaces which are occupied in any one (1) hour and are to be known as the peak parking demand for each use. At less than

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this peak, the number of spaces being occupied is assumed to be directly proportionate to the number occupied during the peak (i.e., at eighty percent (80%) of the peak demand, eighty percent (80%) of the peak parking demand spaces are being occupied).

- (2) For each hour of the day the number of parking spaces to be occupied by each use shall be calculated. These numbers are known as the hourly fluctuation pattern. For each use, at least one (1) hour shall represent the peak parking demand, and the remaining hours will represent a percentage of the peak. There may be more than one (1) hour at the peak level.*
- (3) The total number of parking spaces required for all uses proposed in the M-X-T Zone and in a Metro Planned Community shall be the greatest number of spaces in any one (1) hour for the combined total of all uses proposed, based on the calculations in paragraphs (1) and (2), above. This total is known as the base requirement.*
- (4) The base requirement may be reduced in the following manner:
 - (A) Conservatively determine the number of trips which are multipurpose. A multipurpose trip is one where a person parks his car and uses a number of facilities (i.e.; an office, eating or drinking establishment, and store) without moving the car. The number of spaces required for a multipurpose trip shall be the greatest number of parking spaces required by Section 27-568 for any one (1) spaces for the other uses involved in the multipurpose trip.*
 - (B) Determine the number of parking spaces which will not be needed because of the provision of some form of mass transit, such as rapid rail, bus, forced carpool, van pool, and developer provided services. The base requirement may be reduced by this number.**
- (5) In addition to the foregoing calculations, the Planning Board shall take the following into consideration:
 - (A) The number of off-street parking spaces which are to be held as exclusively reserved spaces for any period of time during the day. These parking spaces may not be made available for other uses during the time they are reserved; and*
 - (B) The location of parking spaces relative to the uses they serve. If the shared parking spaces are so remote that the walking distance is**

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unacceptable for some uses, the effectiveness of shared parking will be reduced. The Planning Board may require a number of parking spaces (in addition to the base requirement) to be reserved for any specific use that is in need of spaces in the immediate vicinity of that use.

- (c) ***Notwithstanding the provisions of Section 27-573(a), required off-street parking spaces may be provided on a lot other than the lot on which the mixed use development is located, provided:***
- (1) ***The other lot is used in accordance with the requirements of the zone in which it is located; and***
 - (2) ***The Planning Board determines that the other lot is convenient to the mixed use development, taking into account the location of the lot, the uses to be served, the safety of persons using it and any other considerations.***

RESPONSE: The DSP-20036 development plan is designed for a single-tenant office tenant. Parking requirements per Section 27-568 based on one (1) space per 250 square feet of the first 2,000 square feet of Gross Floor Area plus one (1) space per every 400 square feet above the first 2,000 square feet or 654 maximum parking spaces. The Applicant proposes a reduction of 329 spaces parking spaces from the maximum number permitted pursuant to Section 27-568, resulting in a total of 325 spaces combined within the proposed garage and surface parking. The reduction from the maximum number of parking spaces is justified based on the following:

- (1) The availability of public transportation services (Metrorail, MTA, and The Bus transit services) adjacent to the site.
- (2) The fact that the office space will be a single-tenant federal user with a different parking demand than typically applicable in a multi-tenant office building.
- (3) The opportunity for employees to live and work within the mixed-use community, and
- (4) The inclusion of a federally mandated TDM program that could include transit subsidies, Ridesharing and Van Pooling programs, zip car or similar pool car opportunities, flexible work schedules, and other programs to encourage transit use, other non- auto modes (walking and bicycle) and multi-passenger car ridership.

The subject development plan proposes to meet all on-site parking requirements within the proposed 325 space two (2) level parking structure located to the rear of the property complies with M-X-T parking requirements. As discussed in the parking analysis included within the application package for this development proposal, the parking analysis report outlines the methodology in which this proposal will meet the parking needs for the intended Federal government user who has as a

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requirement in the Solicitation for Lease that the building is served by a Metro Station on the Green Line so as to be convenient to other office facilities occupied by the same user. As with any Federal agency, the DHS will implement Federal Transportation Demand Management (TDM) plan measures and other options. However, because the Federal TDM plan has not yet been prepared, it is not possible to determine the “hourly fluctuation pattern” prior to the DSP approval. However, the TDM program is expected to include a number of the following measures: transit subsidies, ride-sharing and vanpool programs, zip cars, parking reductions, staggered work hours, and work from home options. In addition, there will be some employees walking or biking from the residential portions of the Capital Gateway. The DHS has not made available the actual number of employees at this time and is not expected to provide the information prior to the DSP approval.

O. Section 27-583 - Number of Loading spaces required in M-X-T Zone:

- (a) The number of off-street loading spaces required in the M-X-T Zone is to be calculated by the applicant and submitted to the Planning Board for approval at the time of Detailed Site Plan approval. Prior to approval, the applicant shall submit the methodology, assumptions, and data used in performing the calculations.*
- (b) The number of off-street loading spaces required shall be calculated using the following procedures:*
 - (1) Determine the number of loading spaces normally required under Section 27-582.*
 - (2) Determine the number of loading spaces that may be readily shared by two (2) or more uses, taking into account the location of the spaces, the uses they will serve, and the number of hours and when during the day the spaces will be occupied.*
 - (3) The number of loading spaces normally required (paragraph (1)) may be reduced by the number of spaces determined to be unnecessary through the use of shared loading spaces (paragraph (2)).*

RESPONSE: The Applicant is proposing loading bays as required by Section 27-582. The security requirements of the proposed GSA use will not allow the sharing of loading spaces with any other building or user. All of the deliveries are related to DHS requirements. Thus, it is expected that the four (4) loading spaces provided are more than adequate to meet all loading demands.

P. Previous Approvals:

Conceptual Site Plan CSP-01016: Compliance with the 11 conditions associated with the CSP-01016 case matter approved by the Planning Board in the resolution of approval PGCPB No. 01-121

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adopted June 28, 2001, was addressed and approved by the Planning Board in the prior Preliminary Plan of Subdivision 4-98024 in their resolution of approval PGCPB No: 18-117. The property is the subject of a preliminary plat and several record plats. Preliminary Plat 4-98024 was approved with several conditions. Record Plat VJ 184 @ 96 is the legal description of the subject property.

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.***

RESPONSE: The subject DSP-20036 application and companion 4-20018 proposes an entirely different development than was initially anticipated in the prior Conceptual Site Plan CSP-01016 and Preliminary Plan of Subdivision 4-98024 applications. This instant application proposes to develop of the subject property with an approximately 260,360 square-foot two (2) story office building being constructed by the Applicant for a new Federal Office Building for the United States Department of Homeland Security (DHS) for a contract issued by the General Services Administration (GSA). Therefore, for this entirely new project, a new traffic study has been prepared and is being submitted since we are not relying on the previous trip cap. The traffic impact study (TIA) designed in accordance with M-NCPPC guidelines has been prepared for the preliminary plan application.

Future peak hour levels of service with the U.S. Citizens & Immigration Services Call Center were calculated for the six study intersections and site access point intersection using the volumes shown in 3-5, and the future lane and traffic control shown in Figure 3-6 (see TIA). Note that the only modifications to the existing road network illustrated in Figure 3-6 of the submitted TIA, are the addition of the site access/egress drives.

Per MNCPPC guidelines, the intersections were analyzed using Highway Capacity Manual methodologies, and the roundabout was analyzed using Sidra (Version 6) roundabout analysis

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software. The results are presented in Appendix F and summarized in Tables 1 and 2.

As shown in Table 1, all study intersections will continue to pass the MNCPPC level of service standard with the construction of the U.S. Citizens + Immigration Services Call Center (Two Town Center).

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1. Britannia Way/ Auth Way	Unsignalized	Overall	Pass	0.2 sec/veh	Pass	0.2 sec/veh	Pass	0.2 sec/veh	Pass	0.3 sec/veh	Pass	5.6 sec/veh	Pass	15.5 sec/veh
2. Winchester Commercial Pkwy/ Telfair Boulevard/ Capital Gateway Drive	Unsignalized	Overall	Pass	5.6 sec/veh	Pass	3.7 sec/veh	Pass	6.3 sec/veh	Pass	3.7 sec/veh	Pass	6.2 sec/veh	Pass	3.8 sec/veh
3. Greenline Court/ Winchester Commercial Pkwy/ Capital Gateway Drive	Unsignalized	Overall	Pass	5.2 sec/veh	Pass	3.6 sec/veh	Pass	8.1 sec/veh	Pass	3.9 sec/veh	Pass	8.1 sec/veh	Pass	3.8 sec/veh
4. Capital Gateway Drive/ Metro Park & Ride/ Driveway	Unsignalized	Overall	Pass	4.9 sec/veh	Pass	5.4 sec/veh	Pass	3.6 sec/veh	Pass	4.7 sec/veh	Pass	3.6 sec/veh	Pass	4.6 sec/veh
6. Auth Way/ Auth Place	Signalized	Overall v/c	B Pass	14.4 sec/veh 0.36	B Pass	14.6 sec/veh 0.49	B Pass	15.2 sec/veh 0.38	C Pass	23.7 sec/veh 0.77	B Pass	16.6 sec/veh 0.48	D Pass	36.7 sec/veh 0.92
7. Britannia Way/ Site Driveway	Unsignalized	Overall	Future Intersection		Future Intersection		Future Intersection		Future Intersection		Pass	1.5 sec/veh	Pass	8 sec/veh

(1) Analysis performed using Synchro software, version 10.

The TIA analysis results in Table 2 indicate that the roundabout at Auth Road/Old Soper Road/Capital Gateway Drive will continue to operate at LOS B during both the AM and PM peak hours with the construction of the U.S. Citizens & Immigration Services Call Center (Two Town Center).

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Table 2
Two Town Center
Roundabout Level of Service Summary ⁽¹⁾

Intersection	Intersection Control	Approach/ Movement	Existing Conditions						Background Conditions						Total Future Conditions					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c	LOS	Delay	v/c
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Note:

(1) Roundabout analysis based on SIDRA Intersection methodology, version 6.

The proposed development will generate 457 new AM peak hour trips and 431 new PM peak hour trips. The conclusions of the study indicate that the property will be adequately served by its two frontage roadways and surrounding road network with no further upgrades needed.

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.**

RESPONSE: This condition is satisfied as follows:

- a. For the proposed building being designed for the pending DSP-20036 application, the pedestrian access to public Transit is ideal as the walking distance from the subject property to the entrance of the Metro station is approximately 1,000 feet from the entrance to the Branch Avenue Metro Station, which is all along an existing sidewalk that meets ADA accessibility requirements.
- b. Pending DSP-20036 proposes the building closer to the Metro Station with the parking garage further from the Metro.

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- c. Pending DSP-20036 places the building entrance closer to rather than further from the pedestrian network.
4. ***Prior to certification, the TCP I shall be revised to include the Standard Type I Tree Conservation Plan notes.***

RESPONSE: This condition is no longer applicable; CSP-01016 was certified on December 31, 2001.

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

RESPONSE: This condition will apply to any future DSP submission for lot 34.

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.***

RESPONSE: A stormwater management concept plan has been submitted to the Department of Permitting, Inspections, and Enforcement on July 20, 2020, and is currently in for review.

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

RESPONSE: This condition was addressed with prior DSP submissions within the area of CSP-01015.

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

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height.

RESPONSE: Where applicable, the subject application will comply with this design standard where applicable.

- 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.***

RESPONSE: As discussed above, as well as in the companion Preliminary Plan of Subdivision 4-20018 justification statement, the application proposes an entirely different development than was initially anticipated in the prior Conceptual Site Plan CSP-01016 and Preliminary Plan of Subdivision 4-98024 application. This instant application proposes to develop of the subject property with an approximately 260,360 square-foot two (2) story office building being constructed by the Applicant for a new Federal Office Building for the United States Department of Homeland Security (DHS) for a contract issued by the General Services Administration (GSA). Therefore, for this entirely new project, a new traffic study has been prepared and is being submitted since we are not relying on the previous trip cap. The traffic impact study (TIA) designed in accordance with M-NCPPC guidelines has been prepared for the preliminary plan application.

Future peak hour levels of service with the U.S. Citizens & Immigration Services Call Center were calculated for the six study intersections and site access point intersection using the volumes shown in 3-5, and the future lane and traffic control shown in Figure 3-6 (see TIA). Note that the only modifications to the existing road network illustrated in Figure 3-6 of the submitted TIA, are the addition of the site access/egress drives.

Per MNCPPC guidelines, the intersections were analyzed using Highway Capacity Manual methodologies, and the roundabout was analyzed using Sidra (Version 6) roundabout analysis software. The results are presented in Appendix F and summarized in Tables 1 and 2.

As shown in Table 1, all study intersections will continue to pass the MNCPPC level of service standard with the construction of the U.S. Citizens + Immigration Services Call Center (Two Town Center).

Table 1
 Two Town Center
 Intersection Level of Service Summary (1)

Intersection	Intersection Control	Lane Group/Approach	Existing Conditions				Background Conditions				Total Future Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. Brittonia Way/ Auth Way	Unsignalized	Overall	Pass	0.2 sec/veh	Pass	0.2 sec/veh	Pass	0.2 sec/veh	Pass	0.3 sec/veh	Pass	5.6 sec/veh	Pass	15.5 sec/veh
2. Winchester Commercial Pkwy/ Telfair Boulevard/ Capital Gateway Drive	Unsignalized	Overall	Pass	5.6 sec/veh	Pass	3.7 sec/veh	Pass	6.3 sec/veh	Pass	3.7 sec/veh	Pass	6.2 sec/veh	Pass	3.8 sec/veh
3. Greenline Court/ Winchester Commercial Pkwy/ Capital Gateway Drive	Unsignalized	Overall	Pass	5.2 sec/veh	Pass	3.6 sec/veh	Pass	8.1 sec/veh	Pass	3.9 sec/veh	Pass	8.1 sec/veh	Pass	3.8 sec/veh
4. Capital Gateway Drive/ Metro Park & Ride/ Driveway	Unsignalized	Overall	Pass	4.9 sec/veh	Pass	5.4 sec/veh	Pass	3.6 sec/veh	Pass	4.7 sec/veh	Pass	3.6 sec/veh	Pass	4.6 sec/veh
6. Auth Way/ Auth Place	Signalized	Overall v/c	B Pass	14.4 sec/veh 0.36	B Pass	14.6 sec/veh 0.49	B Pass	15.2 sec/veh 0.38	C Pass	23.7 sec/veh 0.77	B Pass	16.6 sec/veh 0.48	D Pass	36.7 sec/veh 0.92
7. Brittonia Way/ Site Driveway	Unsignalized	Overall	Future Intersection		Future Intersection		Future Intersection		Future Intersection		Pass	1.5 sec/veh	Pass	8 sec/veh

(1) Analysis performed using Synchro software, version 10.

The TIA analysis results in Table 2 indicate that the roundabout at Auth Road/Old Soper Road/Capital Gateway Drive will continue to operate at LOS B during both the AM and PM peak hours with the construction of the U.S. Citizens & Immigration Services Call Center (Two Town Center).

Table 2
 Two Town Center
 Roundabout Level of Service Summary (1)

Intersection	Intersection Control	Approach/ Movement	Existing Conditions						Background Conditions						Total Future Conditions					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			LOS	Delay	w/c	LOS	Delay	w/c	LOS	Delay	w/c	LOS	Delay	w/c	LOS	Delay	w/c	LOS	Delay	w/c
5. Capital Gateway Drive/ Auth Road/ Old Soper Road	Roundabout	NBL	A	7.8	0.297	A	6.4	0.254	B	17.5	0.513	A	7.9	0.314	B	18.0	0.527	A	8.5	0.330
		NBT	A	7.8	0.297	A	6.4	0.254	B	17.1	0.513	A	7.9	0.314	B	17.6	0.527	A	8.5	0.330
		NBR	A	7.8	0.297	A	6.4	0.254	B	16.2	0.513	A	7.9	0.314	B	16.7	0.527	A	8.5	0.330
		WBL	A	5.9	0.101	A	9.5	0.422	A	7.6	0.239	B	11.7	0.528	A	7.7	0.245	B	12.3	0.551
		WBT	A	6.3	0.101	A	9.6	0.422	A	7.7	0.239	B	11.8	0.528	A	7.9	0.245	B	12.4	0.551
		WBR	A	6.4	0.101	A	9.6	0.422	A	7.8	0.239	B	11.8	0.528	A	7.9	0.245	B	12.4	0.551
		SBL	A	8.2	0.328	C	22.3	0.706	B	10.5	0.389	C	33.1	0.806	B	10.6	0.391	D	36.9	0.832
		SBT	A	8.2	0.328	C	22.3	0.706	B	10.5	0.389	C	33.1	0.806	B	10.6	0.391	D	36.9	0.832
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		EBL	A	6.3	0.327	A	8.1	0.327	B	11.5	0.629	B	10.6	0.460	B	11.7	0.632	B	11.1	0.472
		EBT	A	6.3	0.327	A	8.0	0.327	B	11.5	0.629	B	10.6	0.460	B	11.7	0.632	B	11.1	0.472
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Overall	A	7.1	0.328	B	11.0	0.706	B	12.0	0.629	B	14.2	0.806	B	12.2	0.632	B	15.3	0.832		

Note:

(1) Roundabout analysis based on SIDRA Intersection methodology, version 6.

The proposed development will generate 457 new AM peak hour trips and 431 new PM peak hour trips. The study's conclusions indicate that the property will be adequately served by its two frontage roadways and surrounding road network with no further upgrades needed.

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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.

RESPONSE: With a total of 349,390 square feet of proposed office building and garage ÷ 9.0462 acre site (394,051 square feet) = 0.89 FAR, pending DSP-20036 comply with this requirement.

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.

RESPONSE: The above condition 11 does not apply to this instant DSP-20036 or companion 4-20018 applications. The Applicant is confident that the proposed development represents a reasonable alternative to satisfying all site design that is equal or superior to the design approved in CSP-01016

Preliminary Plan of Subdivision 4-98024: On June 4, 1998, the Planning Board reviewed and adopted the Preliminary Plan of Subdivision 4-18005 (Resolution PGCPB No. 98-189) for the subject property. The Planning Board approved the Preliminary Plan of Subdivision application with the following six (6) conditions, ***highlighted in italic bold:***

1. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #988005880.

RESPONSE: A Site Development (Stormwater Management) Concept Plan 28910-2020 was submitted for the proposed development in July of 2020. The subject property will be developed in accordance with the approved Site Development (Stormwater Management) Concept Plan upon its approval.

2. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCP 1/20198). The following note shall be placed on the Final Plat:

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/20/98), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation Preservation Policy and Subtitle 25.”

RESPONSE: The recorded Lot 34 record plat complies with this condition.

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3. *A Type II Tree Conservation Plan shall be approved for this site in conjunction with a Detailed Site Plan.*

RESPONSE: The approved Tree Conservation Plan 2: TCP2-068-98 complies with this condition.

4. *Total development within the subject property shall be limited to a building or buildings serving a college with an enrollment of 1,000 students; or different uses generating no more than the number of new peak hour trips (16 AM peak hour trips and 202 PM peak hour trips) generated by the above development. Any development greater than that identified herein above shall require an additional Preliminary Plat of Subdivision with a new determination of the adequacy of transportation facilities.*

RESPONSE: As discussed previously in this justification statement, the application proposes an entirely different development than was initially anticipated in the prior Conceptual Site Plan CSP-01016 and Preliminary Plan of Subdivision 4-98024 application. This instant application proposes to develop of the subject property with an approximately 260,360 square-foot two (2) story office building being constructed by the Applicant for a new Federal Office Building for the United States Department of Homeland Security (DHS) for a contract issued by the General Services Administration (GSA). Therefore, for this entirely new project, a new traffic study has been prepared and is being submitted since we are not relying on the previous trip cap. The traffic impact study (TIA) designed in accordance with M-NCPPC guidelines has been prepared for the preliminary plan application.

Future peak hour levels of service with the U.S. Citizens & Immigration Services Call Center were calculated for the six study intersections and site access point intersection using the volumes shown in 3-5, and the future lane and traffic control shown in Figure 3-6 (see TIA). Note that the only modifications to the existing road network illustrated in Figure 3-6 of the submitted TIA, are the addition of the site access/egress drives.

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As shown in Table 1, all study intersections will continue to pass the MNCPPC level of service standard with the construction of the U.S. Citizens + Immigration Services Call Center (Two Town Center).

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		Overall	A	7.1	0.328	B	11.0	0.706	B	12.0	0.629	B	14.2	0.806	B	12.2	0.632	B	15.3	0.832									

Note:
 (1) Roundabout analysis based on SIDRA Intersection methodology, version 6.

The proposed development will generate 457 new AM peak hour trips and 431 new PM peak hour trips. The conclusions of the study indicate that the property will be adequately served by its two frontage roadways and surrounding road network with no further upgrades needed.

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5. *Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction with the appropriate permitting agency, and (c) have a timetable for construction with the appropriate permitting agency:*
 - a. *Intersection of MD 5 and Auth Road/I-95 SB on-ramp:*
 - (1) *Construct an exclusive southbound right-turn lane along MD 5 primarily within the existing paved shoulder, with the length to be determined by the appropriate operating agency. At the option of the SHA, the SHA may accept financial assurances equivalent to the cost of this improvement for equivalent improvements which mitigate the impact of the site.*
 - b. *Intersection of Auth Way and the western access to the site:*
 - (1) *Provide a left-turn bay along eastbound Auth Way within the recently constructed median.*
6. *Prior to the issuance of any building permits within the subject property, the Applicant shall submit an acceptable traffic signal warrant study to the DPW&T and, if necessary, the SHA for the intersection of Auth Way and Auth Place. The Applicant should utilize a new 12-hour count, and should analyze signal warrants under total future traffic as well as existing traffic at the direction of DPW&T and/or SHA. If the signal or other needed improvements at that intersection are deemed warranted by the DPW&T and/or SHA, the Applicant shall bond the signal or other improvements prior to the release of any building permits within the subject property, and install the warranted improvements at a time when directed by the appropriate permitting agency.*

RESPONSE: The Maryland State Highway Administration recently constructed improvements along MD 5 (Branch Avenue) to enhance vehicular and pedestrian accessibility between MD 5 and the Branch Avenue Metro Station and to support planned development within Camp Strings Town Center, which is designated as a Transit-Oriented Development (TOD) site. These improvements were implemented under SHA Contract No. PG 4945172, MD 5 – Branch Avenue Metro Access from Auth Way to South of I-495/I-95 Phase 2 (Access Road) improvements. The project improvements included:

- Construction of a new Metro Access Roadway (Woods Way) connecting MD 5 with the Metro Station.
- Grade separation of Woods Way/MD 5.
- Signalization at the Auth Way/Auth Place intersection.

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- Signalization at the proposed Auth Place/Woods Way intersection.
- Intersection improvements at the M.D. 5/Auth Way intersection.
- Conversion of the M.D. 5/Auth Road intersection to right-in/right-out access.
- Intersection improvements at the Auth Road/Auth Place/I-95/I-495 westbound ramps intersection.

In addition to the SHA project improvements, the development now known as Town Center at Camp Springs provided approximately \$27 million in road improvements to support the transportation needs of Camp Springs Town Center and the Branch Avenue Metro Station. The improvements included the construction of Capital Gateway Drive, Winchester Commercial Parkway, the addition of through lanes on MD 5 in both the northbound and southbound directions from I-95/495 to the north of Auth Way. The existing lane use and traffic control for each study intersection are shown in TIA Figure 2-1.

Q. M-I-O Zone:

The subject property is also classified in the M-I-O Zone, which classification would not be affected by the requested DSP-20036 application. The conformance of the subject property to the provisions of the M-I-O Zone in Part 10C of the Zoning Ordinance is as follows:

Part 10C includes three Impact Maps that establish the boundaries of the M-I-O Zone. Figure A (below) establishes the area subject to restrictions related to height, Figure B establishes the area subject to restrictions related to noise, and Figure C establishes the area subject to the restrictions related to Accident Potential/Clear Zones North and South.

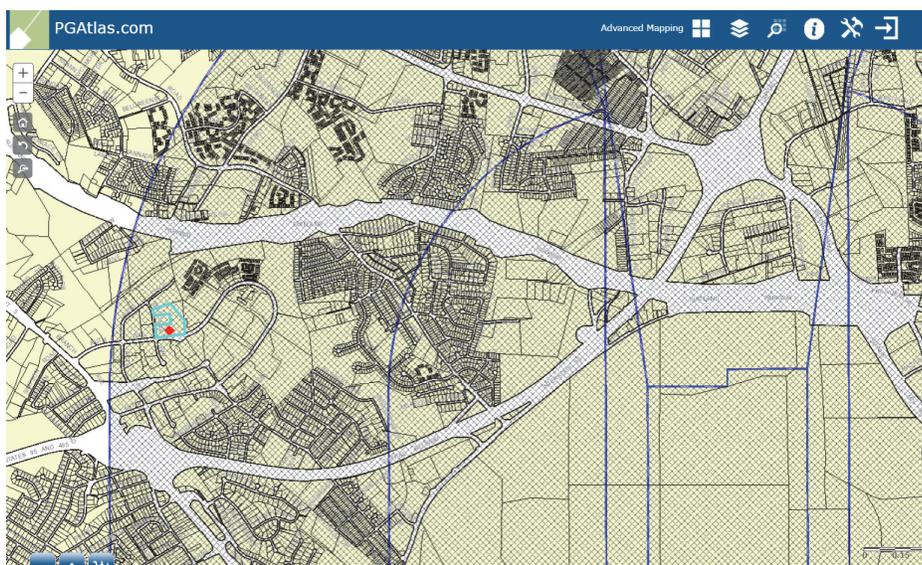


Figure A

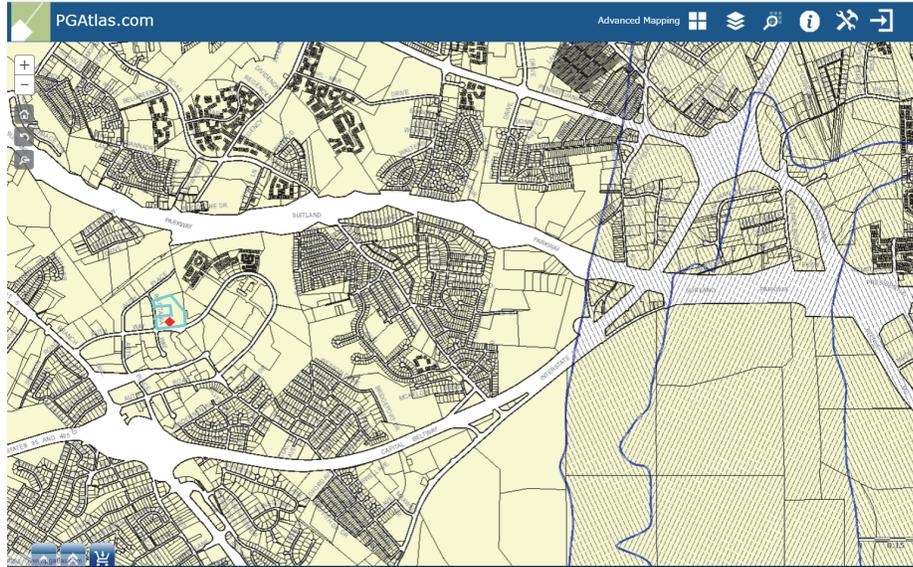


Figure B

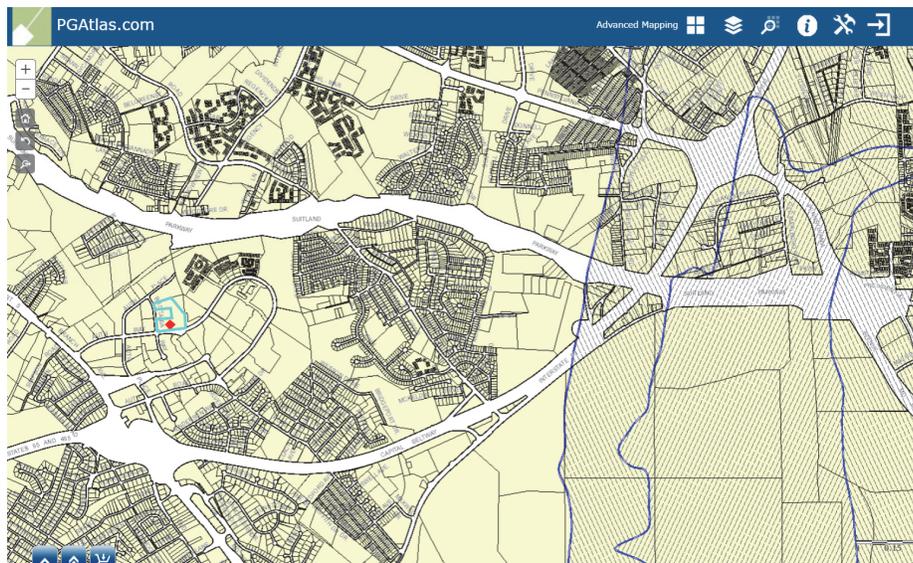


Figure C

Based upon a review of the Impact Maps, the subject site is included within the boundaries of the Impact Map reflected on Figure A (above), which establishes the subject property to restrictions related to height, and is located entirely outside the 60 dB – 74 dB High-Intensity Noise Area as delineated on Figure B, as well as outside the Clear Zone and the Accident Potential Zones delineated on Figure C Impact Map.

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Compliance with Section 27-548.54:

Requirements for maximum permissible structure height in the M-I-O Zone are found in Section 27-548.54. The subject site is located under the limits of Conical Surface E, and as such is subject to the height restrictions.

Per §27-548.54(e)(2)(D), structures within Surface E shall not exceed a height equivalent to the total of the following equation: The distance between Surface A and nearest boundary of the subject property, less the distance between the subject property and the border of Surfaces D and E. Taken the subtotal, divide by 20, then add 150.

Therefore, the provisions of §27-548.54(e)(2)(D), followed verbatim, apply as follows: The distance between Surface A and the nearest boundary of the subject property is 11,704 feet, and the distance of horizontal Surface D is 5,226 feet; the subtotal per §27-548.54(e)(2)(D)(i): $11,704 \text{ minus } 5,226 = 6,478$; and, $6,478 \text{ divided by } 20 = 324$, and 150 added to that yields 474 feet.

Finally, the provisions of §27-548.54(e)(2) require that the difference between the highest elevation on the subject property (246) and the height of the runway surface (274) = 28 feet be added to the 474-foot height to yield the highest permissible structure of 501 feet.

In conclusion, there is an estimated range of 150 feet minimum to 501 feet maximum building height for this property. At the time of detailed site plan development, where building structure placement can be determined, a more accurate building height maximum will be calculated.

Given these limits, the provisions of the Military Installation Overlay Zone will not restrict the subject site from being reasonably developed with the permitted uses provided for in the Table of Uses for the M-X-T Zone.

Compliance with Section 27-548.55:

As noted above, the subject property is entirely outside the limit of the within the 60 dB – 74 dB High-Intensity Noise Area contour associated with the M-I-O Zone, as delineated on Figure B, and as such will not be subject to the seven categories of prohibited uses laid out in Section 27-548.55(c)(1)(C).

Compliance with Section 27-548.56:

With respect to the use restriction listed in Section 27-548.56, the subject site is not located within the limits of any of the Safety Zones (to wit, the Clear Zone and the Accident Potential Zones 1 and 2); as such, these restrictions do not apply to the subject site.

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Compliance with Section 27-548.51:

The purposes of the M-I-O (Military Installation Overlay) Zone, are laid out in Section 27-548.51, as follows:

The purposes of the Military Installation Overlay Zone are to regulate the development and use of structures and property in order to promote land uses compatible with operations at Joint Base Andrews; to protect the safety and welfare of individuals in the area from the adverse impacts associated with high levels of noise from flight operations and the potential for aircraft accidents associated with proximity to Joint Base Andrews operations. The intent of the regulations is to recognize the rights of individual property owners while reducing interference with the military operations at Joint Base Andrews.

As indicated by the preceding analysis of limitations on structure height, noise impacts, land uses and interference with communications, the approval of the subject Application will be in conformance with the purposes of the M-I-O Zone.

R. DDS-673 Section ~ 27-239.01 (8) – Required Findings for Approval of Departures from Design Standards:

In order for the Planning Board to grant departures from the parking and loading design standards contained in Part 11 and Part 12 of the Subtitle or contained in the Landscape Manual, it shall make the following findings:

- (i) The purposes of this Subtitle will be equally well or better served by the applicant's proposal;*

RESPONSE: The following 15 “Purposes” of the Subtitle (Zoning Ordinance) is found in Section 27-102(a):

- (1) To protect and promote the health, safety, morals comfort, convenience, and welfare of the present and future inhabitants of the County;*
- (2) To implement the General Plan, Area Master Plans, and Functional Master Plans;*

RESPONSE: There is no question that the type and scale of office development proposed directly implements the long-planned policies of the County and State, as reflected in the area master plan, the General Plan, and the State’s TOD programs. These public policies, implemented by the subject request, support the type of TOD development desired and thereby promote the public health, safety, convenience and welfare. Approval of the departure will enable this compact and vertical TOD development to conform to recent County goals established namely creating, vibrant and vertical/horizontal mixed-use core centers adjacent to Metro. Such development leverages the

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County's and State's investment in Metro. A minor six-inch (6-inch) departure to the width of parking spaces within the garage will not impair these policies, especially given the additional drive aisle width provided and specification of this Federal user.

- (3) *To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;*

RESPONSE: Approval of the design departure will allow development that promotes the conservation and expansion of business activity in this Metropolitan Center. There are adequate public facilities and services existing to support the proposal.

- (4) *To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;*

RESPONSE: Approval of the design departure will allow development to occur that is in keeping with the General Plan's intended policies to encourage transit ridership and pedestrian accessibility at its Metro stations.

- (5) *To provide adequate light, air, and privacy;*

RESPONSE: The design departure will not impede the provision of or availability of adequate light, air, and privacy. All parking is within a parking structure that will include lighting and open air ventilation. The multi-level parking garage provides better privacy than a surface lot.

- (6) *To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;*

RESPONSE: The design departure capitalizes on beneficial land use relationships to the Metro station and other surrounding development. The development will create a vertical focal point for all of the Town Center area and will create a TOD development in harmony with the adjacent Metro station and County/State planning policies. The departure to parking space width and length can both accommodate specific user needs and helps avoid the creation of a larger garage.

- (7) *To protect the County from fire, flood, panic, and other dangers;*

RESPONSE: The proposed parking garage will be constructed in accordance with existing building regulations addressing these elements and a six-inch (6-inch) departure from the width of parking spaces will not impair these requirements.

- (8) *To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;*

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RESPONSE: Not applicable to this request.

(9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;

RESPONSE: Approval of the design departure will allow a development that creates substantial economic benefits as a large contingent of DHS office employees will be attracted to the core of the Town Center at Camp Springs/Branch Avenue Metro area. The addition of proposed 1,100 personnel to the 3,800 personnel associated with the newly completed USCIS building at 5900 Capital Gateway Drive contributes to the critical mass of employees into the Town Center to help support other uses and take advantage of area housing opportunities. Such a concentration of employees will help bolster the demand for retail goods in nearby shopping areas. The proposed development will locate a large number of employees next to Metro and thereby leverage the substantial County and State investment in Metrorail.

(10) To prevent the overcrowding of land;

RESPONSE: The design departure for the size of parking spaces has no bearing on this criterion.

(11) To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;

RESPONSE: The design departure will not contribute to increased traffic or contribute to dangerous conditions on the streets. Ample parking and loading spaces are provided to accommodate the specific requirements of the DHS. Also, trip reduction measures are proposed in a Transportation Demand Management plan to include carpool, vanpool programs, ridesharing, and transit subsidies, flex-time scheduling, guaranteed ride home, zip-car, and similar programs.

(12) To insure the social and economic stability of all parts of the County;

RESPONSE: The design departure for the size of parking spaces has no bearing on this criterion.

(13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;

RESPONSE: The design departure for the size of parking spaces has no bearing on this criterion.

(14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space; and

RESPONSE: The (1) foot design departure from the width and length of parking spaces will help eliminate the need to extend the length of the parking garage. This in turn, will preserve site open

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space and green area, enabling the project to maximize these amenities. If the departures were not granted, more land area would be consumed for loading and parking, contrary to TOD planning principles.

(15) To protect and conserve the agricultural industry and natural resources.

RESPONSE: This criterion is not applicable.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

RESPONSE: The minor design departure from the width of parking spaces is the minimum necessary that will allow the Applicant to construct this Federal office complex for the DHS. The minor design departure from the width of parking spaces is the minimum necessary that will allow the applicant to facilitate the construction of the proposed parking garage. In support of this argument, the applicant submits that National Parking Association recommends a parking space range of 8.25 feet to 8.5 for low turnover parking. Looking at vehicle size, the American Association of State Highway and Transportation Officials (AASHTO) passenger car (P) design vehicle is 7.0 feet wide by 19.0 feet long with an inside turning radius of 17 feet and an outside turning radius of 24 feet. The clear majority of large passenger cars on the road today are smaller than those design dimensions with tighter turning radii. Therefore, if the parking system is designed to accommodate the AASHTO passenger car design vehicle, most vehicles will be able to navigate the system. The proposed development directly implements the long-planned policies of the County and State as reflected in the area master plan, the General Plan, and the State's TOD programs to reduce reliance on the automobile. Approval of the departure, which is for a reduction of only six-inches (6-inches) in the width of the proposed parking spaces, will enable this compact and vertical TOD development to conform to the more recent County goals established—namely creating vibrant and vertical/horizontal mixed-use core centers adjacent to Metro. Such development leverages public investment in Metro. Thus, the departure will not impair these policies, especially given the additional drive aisle width provided. The departure is also the minimum necessary in order to accommodate GSA design and parking utilization criteria and meet anticipated agency demands.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

RESPONSE: The design departure is necessary to alleviate circumstances unique to this site and not prevalent in multi-use office developments elsewhere in the county. The subject property has been reclaimed from former use as sand and gravel mining and is proposed for intensive redevelopment as the Camp Springs Town Center with over 1.2 million square feet of single-user office development added. The site is designed to take advantage of Metro service and is oriented to the station area. Providing a smaller parking space than standard helps reduce the total garage length, allows more parking to be provided and does not impair the use by the intended federal office workers who currently park in spaces of this size.

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(iv) The departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

RESPONSE: The design departure from the width and length of parking spaces will not impair the visual, functional, and environmental integrity of the parking garage or the site. The 9-ft. x 19-ft. size parking space has been used at other office complexes.

S. CONCLUSION:

The Applicant is requesting approval of the subject DSP and companion departure applications in order to construct a new office building for the Department of Homeland Security. Approval of the DSP and the companion applications will enable the Applicant and Prince George's County to move forward in extended attempts to attract a major Federal Government Office building to our Metropolitan Centers and Metro station areas.

The requested development plan is designed to ensure that the property is developed in a way that efficiently utilizes the site relative to the surrounding community. Being in conformance with the General Plan 2035, the 2014 Southern Green Line Station Area Sector Plan and Sectional Map Amendment, and State TOD policies, including the various criteria for approval as discussed herein, the Applicant therefore respectfully requests approval of Detailed Site Plan DSP-20036 ETOD, related companion application Preliminary Plan of Subdivision 4-20018 application, and Departure from Design Standards DDS-673 application. The Applicant asks for the Planning Board's support as this will foster more retail and Restaurants in the Branch Avenue Metro area. Additionally, the Applicant respectfully requests that the Planning Board also approve the requested minor modifications to the TDOZ design standards, discussed herein.

Respectfully submitted,



Arthur J. Horne, Jr., Esq.

AJH/fms

cc: Mr. Peter Schwartz
Mr. Jeffrey Harris

Additional Back-up

For

DSP-20036 & DDS-673

Two Town Center

ETOD Detailed Site Plan DSP-20036 Departure from Design Standards DDS-673

TWO TOWN CENTER

- B. APPROVE Detailed Site Plan DSP-20036 and Type 2 Tree Conservation TCP2-038-2020 for Two Town Center, subject to following conditions:
1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information be submitted:
 - 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.

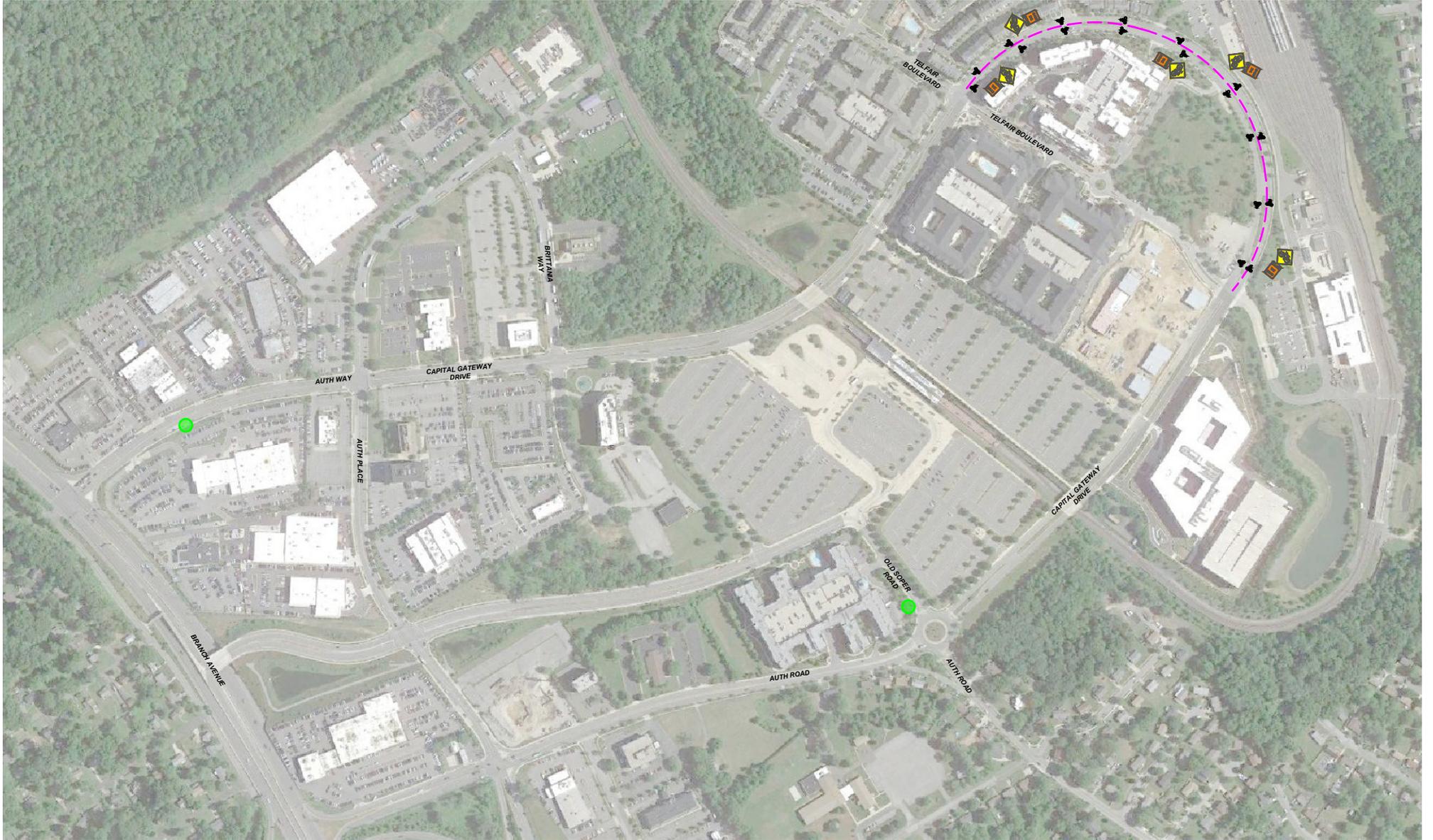


Figure 1-3 A
Possible Off Site Improvements
Option A

Two Town Center
Prince George's County, Maryland

-  Two Concrete Bus Shelter Pads and Bus Shelters (according to DPW&T standard 300.24)
-  Bike Route, Shared Use Road (according to County Wide Master Plan of Transportation)
-  Sharrow Pavement Markings
-  W11-1 Sign
-  W16-1P Sign

DSP-20036 & DDS-673_Additional Backup 3 of 21



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JCP

Table 4A: Possible Off-Site Improvements (Option A)

Sharrows				
Off-Site Improvements	Description	Unit Cost (each)	Quantity	Subtotal
Bike Signs	W11-1 and W16-1P mounted on sign Post with base	\$850	5	\$ 4,250.00
Pavement Marking	Heat applied thermoplastic Sharrow Pavement Marking	\$270	18	\$ 4,860.00
*Engineering and Construction	Maintenace of Traffic	\$15,000	1	\$ 15,000.00
Sharrow Sub Total				\$ 24,110.00
Bus Shelters				
Bus Shelter Pad and Shelter	standard bus shelter pad and shelter	15000	2	\$ 30,000.00
Engineering and Construction	construction cost	15000	2	\$ 30,000.00
Bus Shelter and Pad Sub Total				\$ 60,000.00
Off-Site Subtotal				\$ 84,110.00
Contingency (20%)				\$ 16,822.00
Option A: Off-Site Improvement Project Total				\$ 100,932.00

* Engineering and Construction includes 1 Plan Sheet

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Figure 1-3 B
Possible Off Site Improvements
Option B

Two Town Center
Prince George's County, Maryland

	Single Concrete Bus Shelter Pad and Bus Shelter according to DPW&T Standard 300.24 (Location options - 1 or 2)		W11-1 Sign
	Bike Route, Shared Use Road (according to County Wide Master Plan of Transportation)		W16-1P Sign
	Sharrow Pavement Markings		NORTH

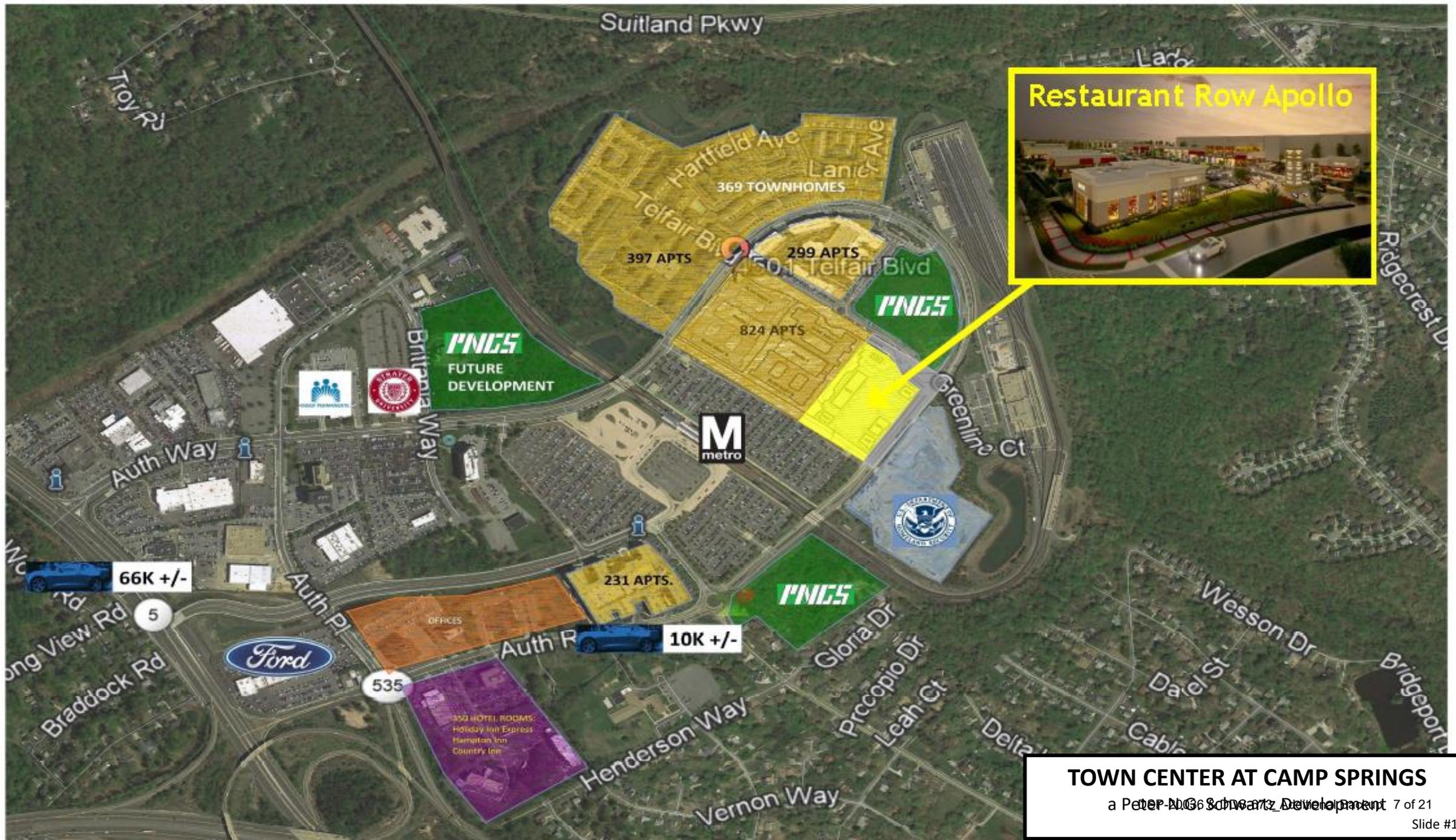
LSP-20036 & DDS-673_Additional Backup 5 of 21

JCP

Table 4B: Possible Off-Site Improvements (Option B)

Sharrows				
Off-Site Improvements	Description	Unit Cost (each)	Quantity	Subtotal
Bike Signs	W11-1 and W16-1P mounted on sign Post with base	\$850	16	\$ 13,600.00
Pavement Marking	Heat applied thermoplastic Sharrow Pavement Marking	\$270	60	\$ 16,200.00
*Engineering and Construction	Maintenace of Traffic	\$26,200	1	\$ 26,200.00
Sharrow Sub Total				\$ 56,000.00
Bus Shelter				
Bus Shelter Pad and Shelter	standard bus shelter pad and shelter	15000	1	\$ 15,000.00
Engineering and Construction	construction cost	15000	1	\$ 15,000.00
Bus Shelter and Pad Sub Total				\$ 30,000.00
Off-Site Subtotal				\$ 86,000.00
contingency (20%)				\$ 14,960.00
Option B: Off Site Improvement Project Total				\$ 100,960.00

* Engineering and Construction Cost includes 4 Plan Sheets



Restaurant Row Apollo

Suitland Pkwy

369 TOWNHOMES

397 APTS

299 APTS

824 APTS

231 APTS.

PNC'S
FUTURE
DEVELOPMENT

PNC'S

PNC'S

M
metro

66K +/-

10K +/-

5

535

OFFICES

370 HOTEL ROOMS:
Holiday Inn Express
Hampton Inn
Country Inn

TOWN CENTER AT CAMP SPRINGS

a Peter W. G. Schwartz Development 7 of 21



TOWN CENTER at CAMP SPRINGS
A PRIVATE TOWNHOME & CONDOMINIUM COMMUNITY

Townhouses (369 units)
TOWN CENTER AT CAMP SPRINGS
a Peter N.G. Schwartz Development
DSP-20036 & DSS-073_Additional Backup 8 of 21
Slide #2



Townhouses (369 units)
TOWN CENTER AT CAMP SPRINGS
a Peter N.G. Schwartz Development
DSP-20036 & DDS-675_Additional Backup 9 of 21
Slide #3



Tribeca Apts. – 231 units
TOWN CENTER AT CAMP SPRINGS

a Peter D. & Susan A. Development of 21



Metro Place Apts. – 397 units
TOWN CENTER AT CAMP SPRINGS
 a Petco M. & S. Schwartz Development of 21

LEASING OFFICE
 →
 301-423-8100



Mid-Town South Apts. – 297 units
TOWN CENTER AT CAMP SPRINGS
a Peter K. & Schwan Development of 21
Slide #6



4451 TELFAIR BLVD.

Aspire Apollo Apts. – 417 units
TOWN CENTER AT CAMP SPRINGS
a Peter D. Schwan Development of 21
Slide #7



LEASE TODAY ALLURE BRAND NEW LUXURY
AllureApollo.com

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Allure Apollo Apts. – 384 units
TOWN CENTER AT CAMP SPRINGS
a Peter N.G. Schwartz Development
DSP-20036 & DDS-673_Additional Backup 14 of 21
Slide #8



U.S. Citizenship
and Immigration
Services

**U.S. Citizens Immigration Service Hdqtrs. – 600,000 SF
TOWN CENTER AT CAMP SPRINGS**

a Peter N.C. Schwartz Development
ESR-2006-8-SDS-03-Adminal Park 15 of 21



**U.S. Citizens Immigration Service Hdqtrs. – 600,000 SF
TOWN CENTER AT CAMP SPRINGS**
a Peter N.G. Schwartz Development
ESP-20036 & SDC-073 Additional Project
16 of 21
Slide #10



Restaurant Row – 50,000 SF
TOWN CENTER AT CAMP SPRINGS

a Peter K. & Schwan Development of 21

December 7, 2020
Courtney St. John

Good Afternoon,

My name is Courtney St. John and I am writing this letter in response to the case application of 4-20018. Other residents and I of Camp Springs are greatly concerned about the upcoming project and how it may affect my community at large. I am a born and raised Prince George's County resident and I have seen a lot of change in my area thus far since the construction of the Town Center Project. First, I would like to bring to your attention the concern of pedestrian safety in this area. I am a runner, and I can say that it's been times where I was almost struck on Auth Rd because of the lack of sidewalks. The lack of sidewalks on Auth road makes it completely unsafe to walk to and from the Branch Ave station. We are also concerned that this new project will bring more traffic in the area which would make this concern even more of a problem. Second, what are the plans that the county has in this area for preserving wildlife. As we all know this is a huge topic that is of great concern worldwide. Thirdly, you may be aware there are residents in Camp Spring that maybe in need of career advancement. What are the plans for the government agencies coming to the area to provide a certain percentage of jobs for the Camp Springs county residents? I am sure there are many people that would benefit from the upcoming project and the jobs that could be of a benefit as well. Especially, not living far from the building. Fourth, I am sure you know that there are low performing schools in this

area. Will the incoming agencies be offering career advancement/internship opportunities for students in middle and or high school? I believe this would be a great way to have students engaged and give them career advancement/motivation while working on their academic careers as well. In turn this would make marketable generations that can give back to the community economic wise. This way the economy can be enhanced, and future generations can be involved which may bring down the crime in the Camp Springs area. Lastly, we need community enrichment for our students to have better opportunities to succuss in this ever-changing world. How will this project promote this change we need for our youth?

We as the community want to work with you all to see how we can have the best Camp Springs Community for of seniors, youth and now future Government employees. However, we are not comfortable knowing that you all will make sure that we as the community are safe and heard especially with the upcoming construction plans on Auth Way. I hope I was able to express our concerns in a concise but comprehensible manner.

Thank you,

Courtney St. John

From: [Jones, Jessica](#)
To: [Hunt, James](#)
Subject: FW: ReQUEST TO TESTFIY AT DEC 17 Board Planning: and Statement
Date: Tuesday, December 15, 2020 8:18:30 PM

From: Holiday Johnson TV <holidayjohnson@gmail.com>
Sent: Tuesday, December 15, 2020 12:03 PM
To: PGCPB <PGCPB@MNCPPC.ORG>
Subject: ReQUEST TO TESTFIY AT DEC 17 Board Planning: and Statement

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good Evening,

Thank you for the opportunity to express some of our concerns regarding CASE: DSP-20036 & DDS-673 Items 5 & 6. As a veteran who resided at Andrews Air Force Base and an invested business owner of The Johnson Group, LLC, we have some growing concerns for the residents and community at-large.

Many of the residents are currently walking in unsafe environments because of the lack of sidewalks. We are seeking to have the developer make amendments to include bike lanes and sidewalks from Auth Road to Branch Avenue Metro.

We are concerned about the wildlife that will be endangered during the construction activities. We want to work with the developer to seek solutions, such as an eco-bridge, that will preserve the present wildlife.

Jobs and places for young people to go also needs to be discussed. In addition to crime is another concern due to the expected increased foot traffic.

Thank you, Holiday Johnson, for The Johnson Group, LLC.

--

Holiday Johnson

Phone/Text: 202.390.5900 Fax: 240.455.6868

Email: HolidayJohnson@gmail.com Web: www.HolidayJohnson.com

Facebook: Holiday Johnson Twitter: @HolidaySpeaksDC

"I will instruct and teach you in the way to go...." Psalm 32:8



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