



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PGCPB No. 15-139

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File No. DDS-608

RESOLUTION

WHEREAS, the Prince George's County Planning Board has reviewed Departure from Design Standards DDS-608, One Town Center, requesting a departure to modify the dimensions of the parking space to allow a reduction of one and one-half feet to the length and one-foot to the width of the parking stall in accordance with Subtitle 27 of the Prince George's County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on December 17, 2015, the Prince George's County Planning Board finds:

1. **Request:** This Departure from Design Standard (DDS) application is to modify the dimensions of the parking space within the proposed parking garage to allow a reduction of one and one-half feet to the length and one-foot to the width of the parking stall.
2. **Development Data Summary:**

	EXISTING	APPROVED
Zone(s)	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Vacant	Office
Acreage	10.71	10.71
Lots	1	1
Gross Floor Area (sq. ft.)	-	581,244
Floor Area Ratio (FAR)	0	1.25

OTHER DEVELOPMENT DATA

Parking and Loading Requirements *

Uses	Maximum # Spaces Allowed
Office	No specific number
Total	Based on the parking analysis
of which spaces for the physically handicapped**	None

Parking Spaces Provided

Off-street Parking in a 5-level parking garage	991
of which spaces for the physically handicapped	20 (5 Van-accessible)
Total	991

Loading Spaces Provided	6
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Notes: *In accordance with the requirements of Sections 27-574 and 27-583 of the Zoning Ordinance, off-street parking and loading in the M-X-T Zone do not have specific number requirements. The specific number of parking and loading spaces is decided by the applicant based on the respective studies submitted at the time of DSP review and approval.

**The parking for the physically-handicapped is calculated based on the provided total number of parking spaces. According to Section 27-566, Parking facilities for the physically handicapped, two percent of the total number of parking spaces provided shall be used for the physically-handicapped.

3. **Location:** The subject property is located on the east side of Auth Way, approximately 1,385 feet from the entrance to the Branch Avenue Metro Station platform, in Planning Area 76A, Council District 8. The site is also within the Development District Overlay (D-D-O) Zone designated by the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (Southern Green Line Station Sector Plan and SMA).
4. **Surrounding Uses:** The subject site is surrounded on the north, east, and south sides by property in the Light Industrial (I-1) Zone, mostly owned by the Washington Metropolitan Transit Authority (WMATA), and on the west by the right-of-way of Auth Way. Across Auth Way are WMATA properties, including the Branch Avenue Metro Station and associated surface parking and other facilities in the M-X-T Zone.
5. **Previous approvals:** The 10.71-acre site is one of the undeveloped parcels in a larger development project known as Town Center at Camp Springs, which has many previous approvals including three preliminary plans of subdivision, and six DSPs. The previously approved preliminary plan covering the subject site is 4-90037, which was approved by the Prince George's County Planning Board in 1990 and was recorded as Record Plat MMB 240-68. The property was zoned I-1 then and was later rezoned to the M-X-T Zone. Conceptual Site Plan CSP-01015, which covers the larger Town Center site including the subject site, was approved by the Planning Board on May 31, 2001. The Southern Green Line Station Sector Plan and SMA retained the subject site in the M-X-T Zone and superimposed a D-D-O Zone on top of the property. The site also has an approved Stormwater Management Concept Plan, 9855-2011-00, which expired. A new stormwater management concept approval is required.
6. **Design Features:** The proposed development consists of two buildings connected by loading spaces between them. The building fronting Auth Way is a four-story office building and a five-story parking garage is located behind the office building. The two buildings occupy most of the site. Four access points are off Auth Way that provide secure entrances to the site. A circular roadway loops around the two buildings and provides on-site circulation. Landscaping is provided on both sides of the buildings. Bioretention is shown within all landscaped areas.

Architecture—The office building is designed around two distinct courtyards: one is parallel to Auth Way, the other is perpendicular to Auth Way, that results in two connected trapezoids. The

larger trapezoid with the perpendicular courtyard recesses from Auth Way and forms the entry plaza in front of the main entrance. A loop road serves as a drop-off area between the entry plaza and the building. The smaller trapezoid projects out of the larger trapezoid toward Auth Way. The parking garage behind the office building is in a rectangular form located in the rear of the site.

The office building is finished with glass window system and architectural grade concrete masonry units of various textures. Additional steel canopy has been used to provide shade for the main entrance and the western side windows. Punched windows and ribbon windows have been utilized to visually enrich the elevations. Projection and recess in the footprint of the office building break the uniform building plane. The garage is finished with concrete. The two buildings are designed in the contemporary office style, with concise geometry.

Green Building Techniques—The applicant proposes to obtain Leadership in Energy and Environmental Design (LEED) Silver-Level certification for the office building under the LEED 2009 New Construction and Major Renovation (LEED-NC) rating system and LEED Certified-Level Certification under the LEED 2009 Commercial Interiors (LEED-CI) rating system. The applicant has submitted two scorecards with this application.

For LEED-NC, the applicant plans to achieve the following credits:

- **Water Efficiency** Credit 1 Water Efficient Landscaping – 50% Reduction
- **Energy and Atmosphere** Credit 3 Enhanced Commissioning
- **Materials and Resources** Credit 5 Regional Materials, 20% Manufactured Regionally
- **Indoor Environmental Quality** Credit 2 Increased Ventilation
- **Indoor Environmental Quality** Credit 3.2 Construction IAQ Management Plan, Before Occupancy
- **Innovation and Design** Credit 2 LEED® Accredited Professional

For LEED-CI, the applicant plans to achieve the following credits:

- **Water Efficiency** Credit 1 Water Use Reduction 30% Minimum Reduction
- **Energy and Atmosphere** Credit 1.1 Optimize Energy Performance – Lighting Power
- **Energy and Atmosphere** Credit 1.3 Optimize Energy Performance – HVAC
- **Energy and Atmosphere** Credit 2 Enhanced Commissioning

- **Materials and Resources Credit 5 Regional Materials**
- **Indoor Environmental Quality Credit 2 Increased Ventilation**
- **Indoor Environmental Quality Credit 3.2 Construction IAQ Management Plan, Before Occupancy**
- **Innovation and Design Credit 2 LEED® Accredited Professional**

Signage and Lighting Fixture—One monumental sign has been included in this DSP. As shown on the site plan, the monumental sign is located in the main entrance area. No sign details have been provided.

The proposed lighting fixtures include two types of pole light for the entry plaza and along internal driveways, respectively, as well as building-mounted lights. All lighting fixtures are full cut-off luminaires.

7. **The 2014 Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment:** 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. However, the sector plan 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 have the following exemption provisions that are applicable to this application:

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 with 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-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.**

The development proposed in this DSP includes an office building as the new office 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. The proposed 581,244 square-foot four-story office building will provide space for an estimated 3,100 USCIS employees based on usable square footage and space per employee. In addition, the project includes a five-level parking garage. The office building will have frontage along Auth Way and the parking garage will be in the rear, adjacent to a stormwater management pond and Metro train tracks. This DSP, in general, meets the above criteria for exemption. The federal authorization for the issuance of this procurement authorized a lease for up to twenty years. Based on the available option for a 20-year lease term, and in a memorandum dated November 20, 2015 (Lindsjo to Zhang), the Community Planning Division determined that this DSP satisfies the exemption provisions of the D-D-O Zone for public buildings and is not subject to the Branch Avenue Metro Station D-D-O Zone standards. Thereafter, on December 1, 2015 the Prince George's County Council adopted CR-1-2016 and CR-2-2016 eliminating references to lease terms for purposes of qualifying for exemption from the D-D-O Zone standards for property to be developed as 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.

8. **Departure from Design Standards DDS-608**—The applicant has requested to modify the dimensions of the parking space within the proposed parking garage to allow a reduction of one and one-half feet to the length and one foot to the width of the parking stall. The current dimensions of parking spaces in the Zoning Ordinance are 9.5 feet wide by 19.5 feet long, which are for surface parking. There is no other dimensions for parking spaces within a parking structure. The Planning Board approved the same request in the past for parking spaces in the parking garage. This applicant will provide 8.5-foot by 18-foot parking spaces, with drive aisles of 24 feet, which is consistent with previous approvals. Specifically, the applicant satisfies the required findings in Section 27-239.01(b)(7) as follows:

(7) **Required findings.**

(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;**

One Town Center is in harmony with the purposes of the Zoning Ordinance by providing sufficient allowances for safely maneuvering vehicles in and out of parking spaces with adequate clearances on the sides as well as in the aisles.

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

The applicant is asking for approval of spaces that are one and one-half feet in length and one foot in width smaller than a standard size space in the locations specified above. Specifically, the new space will measure 8.5 feet by 18 feet, with 24-foot-wide drive aisles. The minor design departure from the width and length of parking spaces is the minimum necessary that will allow the applicant to construct this federal office complex for the DHS. The proposal utilizes the alternative sized parking spaces and increased width of the drive aisles above the minimum in order to accommodate the unique parking requirements of the GSA. 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 of Maryland's Transit-Oriented Development (TOD) programs to reduce reliance on the automobile. Approval of the departure 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 station. Such development leverages public investment in the Metro areas. 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;

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 Pod C of the Camp Springs Town Center with single-user office development. The site is designed to take advantage of Metro service at the Branch Avenue Metro Station and is oriented toward the station area. Providing a smaller parking space than the current standard sizes that are mainly for surface parking helps reduce the total garage length, allows more parking to be provided, and does not impair

use by federal office workers who currently park in spaces of the requested size.

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

There will be no adverse impacts on the surrounding residential areas. The parking needs for the site will be accommodated completely within the proposed parking garage located behind the office building in the rear of the subject property. The size of the parking spaces is a normal size commonly used in urbanized commercial areas. Therefore, this departure will not impair the visual, functional, or environmental quality or integrity of the site or of the surrounding neighborhood.

In summary, the Planning Board concluded that the required findings for approval of this companion DDS application for the proposed office development have been made and approved DDS-608 to allow the applicant to provide 8.5-foot by 18-foot parking spaces with minimum 24-foot-wide drive aisles in the proposed parking garage.

9. **Further Planning Board Findings and Comments from Other Entities:** The subject application was referred to the concerned agencies and divisions.

- a. **Community Planning**—The Planning Board found that the DSP application conforms to the land use recommendations for mixed-use development as identified in the 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment* and the associated Development District Overlay (D-D-O) Zone. The application is also consistent with the *Plan Prince George's 2035 Approved General Plan*.

Since the application is for a public building, the D-D-O Zone design standards for the Branch Avenue Metro Station have the following exemption provisions that are applicable to this application:

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 with 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-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.

County Council Resolution CR-1-2016 and CR-2-2016 eliminate references to lease terms for purposes of qualifying for exemptions from the D-D-O Zone standards. The Planning Board concluded that this application meets all criteria for exemption, as stated above. There are no planning issues because the application is exempted from the D-D-O Zone standards.

- b. **Subdivision**—The Planning Board found that the property is known as part of Lot 35, as recorded in the Land Records as Record Plat MMB 240-68, which contains notes related to conditions attached to the approval of Preliminary Plan of Subdivision 4-90037. The Planning Board also conducted an overview of the conditions and findings of the approval of 4-90037 that governs the subject site. The Planning Board concluded that the DSP is in substantial conformance with the approved preliminary plan for this site and added one condition that has been included in this resolution.
- c. **Environmental Planning**—The Planning Board previously reviewed the following applications and associated plans for the subject site:

Development Review Case #	Associated Tree Conservation Plan #	Authority	Status	Action Date	Resolution Number
CSP-01015	TCPI-07-90-01	Planning Board	Approval	6/28/01	PGCPB. 1-120
4-090037	TCPI-007-90	Planning Board	Approved	7/18/96	PGCPB. 90-253
N/A	TCPII-026-91	Staff	Approved	4/17/91	N/A
N/A	TCPII-026-91-01	Staff	Approved	3/19/92	N/A
DSP-11003	TCPII-024-15	Planning Board	Pending	Pending	Pending

Grandfathering

The site is not subject to the environmental regulations of Subtitle 27 that became effective on September 1, 2010 because the site has a previously approved preliminary plan, and the project is being developed in conformance with that approval. It should be noted that the Type I tree conservation plan and the previously approved Type II Tree Conservation Plan (TCPII/026/91-01) for a 114.26-acre site that included the subject site was approved under the 1989 Woodland Conservation Ordinance, which had different requirements than the current Woodland Conservation Ordinance. This site will continue

to be reviewed under the previous ordinance; however, the new TCPII number will be assigned to the site.

An approved and signed Natural Resources Inventory, NRI-035-11, for this project area was issued on May 19, 2011. There were no regulated environmental features located on-site, only woodlands. These woodlands have since been removed with other approvals. No other previous environmental reviews have occurred on this site.

Summary of Previous Conditions of Approval

The following text addresses previously approved environmental conditions related to the subject application. The respective conditions are in **bold** typeface, the associated comments, additional information, plan revisions, and recommended conditions are in standard typeface.

Conceptual Site Plan CSP-01015, PGCPB Resolution No. 01-120

7. **A revised TCPII shall be submitted as part of each Detailed Site Plan application.**

This condition has been addressed.

9. **Prior to approval of a Detailed Site Plan a wetlands study and all applicable permits shall be submitted to the Environmental Planning Section.**

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

10. **Prior to acceptance of a Detailed Site Plan the applicant shall provide evidence that the existing stormwater management facility is adequately sized to serve the entire development. If it is not sized to accommodate all future stormwater runoff, the Stormwater Management Conceptual Plan shall be revised to show one or more coordinated stormwater management facility to serve all of the proposed development that is part of the Conceptual Site Plan. The concept shall not include the provision of ponds on a lot by lot basis.**

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

A copy of the approved Stormwater Management Concept Letter and Plan (9855-2011-00) were submitted. This plan and letter expired on May 24, 2013.

Recommended Condition: Prior to certification of the DSP, a new revised plan and letter are required.

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

This condition refers to noise and vibration impacts on the residential portion of the overall Town Center of Camp Springs site, which is located approximately 2,500 feet northwest from the subject site. The proposed application is for an office building and does not propose any residential or residential-type uses.

No additional information regarding noise is required. Vibration impacts is discussed in the Environmental Review section.

Natural Resources Inventory/Existing Features

The subject site has an approved Natural Resources Inventory (NRI-035-11) dated May 19, 2011 that was included with the application package. At the time, the site area was comprised of 10.92 acres and this was the approved area for review. The site does not contain any regulated environmental features. There are two forest stands on-site. Stand 1 is 3.02 acres and is dominated by Virginia Pine. Stand 2 is 2.0 acres and is dominated by sweet gum and red maple. The existing conditions of the site are correctly shown on the NRI and are correctly reflected on the plans submitted with this application.

Woodland Conservation

This site is subject to the 1989 Woodland Conservation Ordinance because it has a previously approved TCP that was approved under the woodland conservation requirements at that time. A new Type II Tree Conservation Plan, TCPII-024-15, has been submitted and reviewed. As previously discussed, the subject site is part of a previously approved TCPII for a 114.26-acre site. The submitted TCPII for this application serves as a revision to that plan.

The overall site has a gross tract area of 114.26 acres and, in accordance with the 1989 Woodland Conservation Ordinance, a woodland conservation requirement of 11.42 acres, or 10 percent, of the gross tract area. Currently, the review area for this TCPII is 10.71 acres. The previously approved TCPII shows the clearing of the existing 5.12 acres of woodland on the subject site, and this work has been completed. The

woodland conservation requirement has been met on other parcels with preservation and planting. There are some minor revisions required to the TCPII.

Stormwater Management

A Stormwater Management Concept Approval Letter (CSD 3770-2004-00) dated March 23, 2004 was submitted with this application. This approval letter has expired and a new stormwater management concept plan is required by DPIE.

Recommended Condition: Prior to certification of the DSP, a new revised stormwater management concept letter and plan are required.

Noise/Vibration

A noise study previously submitted as part of the Preliminary Plan (4-07011) was considered adequate and therefore acceptable. At that time, residential units were proposed and the study proposed that sound control measures are implemented for that part of the site plan impacted. Since the proposed use is commercial/office space and not residential, traffic-generated noise is not regulated in relation to the subject application.

The overall site has a 2002 vibration study based on the passing of 12 Metrorail trains. The International Standards Organization and the American National Standards Institute have a maximum criterion of 200 micrometers per second for residential use. The vibration levels measured for the 12 Metrorail trains ranged from 0.2 to 11 micrometers per second, which is well below the maximum criteria. No additional information regarding metro related vibration is required.

Soils

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

Because the exact nature of the soils is not known, DPIE or the Soil Conservation Service may require a soils study prior to issuance of building permits.

The Planning Board added two conditions to this approval that have been included in this resolution.

- d. **Transportation Planning**—The Planning Board found the following:

Plan Review and Analysis

The revised site plan proposes a total of four access points on Auth Way. The western access point will be constructed as a right-in only driveway for passenger vehicles. The middle proposed driveway will be located at the existing median break along Auth Way, directly opposite the Branch Avenue Metro station park and ride lot's driveway, and will be constructed as a right-out and left-out driveway for passenger vehicles. This access is proposed to serve as the site's main pedestrian access point. The third point of access is a

right-in only driveway for truck traffic. The third access driveway is proposed to include security screening for all incoming trucks prior to allowing them to reach the site's loading areas. The eastern (fourth) access point is proposed as a right-out driveway for both existing passenger vehicles and truck traffic. This access point is located less than 100 feet south of the existing median break along Auth Way for Greenline Court, currently used by the WMATA storage and inspection facility traffic and the traffic that would be generated by the approved Archstone residential and retail development located across Auth Way.

The Planning Board and the Prince George's County Department of Public Works and Transportation (DPW&T) are concerned that some of the proposed exiting traffic from the site would attempt to complete a U-turn at this median opening by crossing two lanes of traffic in such a short distance, instead of travelling along the length of Auth Way to gain access in order to reach Branch Avenue and the Capital Beltway (I-95/I-495). The applicant should work with WMATA and DPW&T to obtain the easement rights, realign the proposed eastern access driveway to intersect with Auth Way at the existing median break at Greenline Court, and agree to signalize this intersection when deemed warranted by DPW&T. In the event that the applicant is not able to obtain the required easement rights in a timely fashion in order to move the project forward, the applicant should develop and construct an access barrier along Auth Way per DPW&T standards. This barrier would physically eliminate the possibility of any truck or vehicle traffic from the site making a U-turn at the Greenline Court median break. A condition is proposed to require the construction of one of these two options at the time of issuance of any building permits.

Regarding the DDS application, the applicant is requesting a departure under Section 27-558 of the Zoning Ordinance pertaining to the size of parking spaces, in order to accommodate the parking design standards utilized by the GSA. The plan proposes 8.5-foot by 18-foot parking space dimensions in-lieu of the standard non-parallel parking space dimension of 9.5 feet by 19 feet required by Section 27-558. To compensate for these parking size reductions, the applicant is proposing a wider drive aisle of 25.5 feet, rather than the minimum required width of 22 feet. The Planning Board supports the departure request, since the proposed changes will not have any negative impact on site circulation or access.

The site plan is affected by several alternatives of the Southern Maryland Rapid Transit (SMRT) Study being conducted by the Maryland Transit Administration (MTA) of the Maryland Department of Transportation. This study seeks to complete location and initial design for a proposed transit facility linking the Branch Avenue Metrorail Station with Charles County. This transit facility is shown on the 2009 *Approved Countywide Master Plan for Transportation* (MPOT), as well as related subregion and subarea plans.

While both bus rapid transit (BRT) and light rail transit (LRT) alternates are under study by MTA, by virtue of the design of the Branch Avenue Metrorail Station, all BRT alternatives must interface with the existing station on the west side, and all LRT

alternatives must interface with the existing station on the east side. In evaluating this site plan, the primary conflict is with the LRT alternatives, as noted below:

- (1) The LRT Beltway Option 8 as identified in the SMRT Study has a limit of disturbance that affects the vehicular entrance to the parking garage, and extends slightly into the parking garage itself.

This impact cannot, according to MTA, be mitigated through the use of retaining walls or other structures.

- (2) All other LRT options use Auth Road to enter the station area, and would have a minor impact on operations on the westernmost driveway along Auth Road.
- (3) The BRT Beltway Option 8, as identified in the SMRT Study, has a limit of disturbance that affects the site, but to a lesser extent than the similar LRT option. Because BRT must enter the station area on the west side of the Metrorail station, it must also stay on the south and west sides of the train tracks that surround the subject property. Therefore, impacts will be minor, and there would be no impacts on proposed structures.

Legally, a DSP application is not required to strictly conform to a master plan. Even if that requirement were in place, the LRT Beltway Option 8 is only one of many options still under consideration in the SMRT Study, and did not concern the subject property, even in concept, in any sector or master plan. The Planning Board desires that discussions begin regarding avoidance of conflicts between this site plan and any future transit facility, and would support the revision of the plan to move structures out of a potential area of disturbance. However, the law provides no legal basis for right-of-way preservation for the SMRT corridor on this property.

The subject DSP proposes 581,244 square feet of general office development. As noted above, the proposed development, with appropriate reductions for transit share and non-motorized trips, would generate 613 (582 in, 31 out) and 469 (38 in, and 431 out) vehicle trips during the AM and PM peak hours, respectively. The other approved developments within the Town Center at Camp Springs, as of this date, are shown in Table 1 below:

Table 1								
Application	Development Type	Quantity	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
DSP-02023	Townhouse	27 units	28	115	143	106	57	163
	Mid-rise Apartments	397 units						
DSP-02024	Townhouse	352 units	47	187	234	196	189	385
	Mid-rise Apartments	86 units						
DSP-05051	Mid-rise Apartments	504 units	204	246	450	523	509	1032
	Office	67,700 SF						
	Retail	50,400 SF						
DSP-07074	Mid-rise Apartments	801 units	168	385	553	521	392	913
	Office	8000 SF						
	Retail	65,400 SF						
Subtotal			447	933	1380	1346	1146	2492
Internal Trips			(95)	(100)	(195)	(528)	(503)	(1031)
Transit Trips			(80)	(175)	(255)	(221)	(169)	(390)
Retail Pass-by Trips			(15)	(10)	(25)	(70)	(70)	(140)
Total External Trips			257	648	905	527	404	931
Phase 1 TRIP CAP			1,490	N/A*	N/A	N/A	1,243	N/A
Un-allocated trips (to date)			1,233	N/A	N/A	N/A	839	N/A
Pending DSP-11003: 581,244 sq. ft. office (net trips after reductions)			582	31	613	38	431	469
Remaining Phase 1 Trips yet to be allocated			651	N/A	N/A	N/A	408	N/A
* Per PGCPB Resolution No. 01-120, trip cap was established based on AM incoming and PM outgoing only.								

As shown in Table 1, and with the proposed development for the subject plan, if approved, the estimated remaining trip capacity in the Capital Gateway subdivision would be reduced to 624 AM peak direction (inbound) and 337 PM peak direction (outbound) vehicle trips. Therefore, based on this analysis, the approval of this DSP is deemed to be acceptable in terms of the required peak direction trip caps.

The Planning Board concluded that the submitted DSP will be consistent with the approved preliminary plan and conceptual site plan, subject to the following three conditions that have been included in this approval:

- (1) Prior to issuance of any building permits for the subject site, and if the applicant has not obtained the easement from WMATA to relocate the proposed eastern exit driveway across from the planned roadway for the approved Archstone development and at the existing Greenline Court median break along Auth Way, the DSP shall be revised to incorporate all geometric and signage improvements

deemed appropriate by DPW&T (along Auth Way and on-site) which would prevent any site-generated exiting traffic from making a U-turn at this location along Auth Way. Provided that the applicant has provided evidence of full funding and a construction timeline for all DPW&T recommendations, this revision may be approved by the Urban Design Section as the designee of the Planning Board.

- (2) Prior to issuance of any building permit within the subject property, the applicant shall provide evidence of full funding and agreement to signalize the proposed intersection of the main access driveway and the Metrorail park-and-ride access driveway with Auth Way, per DPW&T standards and at the time deemed warranted by DPW&T. The signalization shall also include pedestrian and bicycle signal heads and call buttons on all approaches and provision of crosswalks on all approaches per DPW&T and/or WMATA standards.
- (3) Prior to issuance of any building permit within the subject property, the applicant shall fully fund and agree to construct a sidewalk along the property's frontage on Auth Way and on the west side of Auth Way south to connect to the existing sidewalk along the access drive for the Branch Avenue Metro Station kiss-and-ride parking lot.

- e. **Trails**—The Planning Board reviewed the DSP application for conformance with the 2014 *Adopted Southern Green Line Station Area Sector Plan and Sectional Map Amendment* (area master plan) and the 2009 *Approved Countywide Master Plan for Transportation* (MPOT), and found that, in terms of pedestrian and bicycle facilities, access, and circulation, the applicant's plan complies with all of the applicable requirements. The provision of a seven-foot-wide sidewalk is recommended along the subject site's frontage because a decorative seven-foot-wide sidewalk has been constructed in the vicinity of this site based on previously approved plans.

A seven-foot-wide sidewalk was approved and constructed under other previously approved site plans for properties in Pods A and B covered by CSP-01015 within the Camp Spring Town Center project, mainly due to the limit of public right-of-way width. Street view images of the existing sidewalk and a copy of the detail for the sidewalk provided along Auth Way from the landscape plan of approved DSP-02024 (PGCPB Resolution No. 02-147) are attached to the memorandum. Three recommended conditions have been included in this resolution.

- f. **Historic Preservation**—The Planning Board found that aerial photographs show that the subject property has been extensively graded. 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. Therefore, a Phase I archeological survey is not recommended. This proposal will not impact any historic sites, historic resources, or known archeological sites.

- g. **Prince George's County Department of Permitting, Inspections and Enforcement (DPIE)**—In a memorandum dated December 1, 2015, DPIE stated no objection to the approval of the subject Detailed Site Plan DSP-11003 and Departure from Design Standards DDS-608. DPIE also provided a comprehensive review of the proposed DSP including comments on roadway improvements and permitting, compliance with DPW&T's utility policy, conformance with DPW&T street tree and lighting standards, sidewalks, stormdrain, stormwater management, etc. DPIE noted that the previous Stormwater Management Concept Plan, 9855-2011, dated May 24, 2011 was approved for the site, which was not grandfathered, but expired. A new Stormwater Management Concept Plan, 53340-2015-00, has been filed and is under review by DPIE.

A condition requiring the applicant to provide an updated stormwater management approval has been included in this resolution.

- h. **Prince George's County Health Department**—At the time of the preparation of this resolution, the Health Department had not offered official comments on the subject application.
- i. **Prince George's County Fire/EMS Department**—At the time of the preparation of this resolution, the Fire/EMS Department had not offered official comments on the subject application.
- j. **Prince George's County Police Department**—At the time of the preparation of this resolution, the Police Department had not offered official comments on the subject application.
- k. **Washington Metropolitan Transit Authority (WMATA)**—At the time of the preparation of this resolution, WMATA had not offered official comments on the subject application.
- l. **Maryland State Highway Administration (SHA)**—At the time of the preparation of this resolution, SHA had not offered official comments on the subject application.
- m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the preparation of this resolution, WSSC had not offered official comments on the subject application.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the above-noted application.

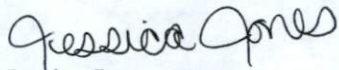
BE IT FURTHER RESOLVED, that an appeal of the Planning Board's action must be filed with the District Council for Prince George's County, Maryland within thirty (30) days of the final notice of the Planning Board's decision.

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Geraldo and Hewlett voting in favor of the motion, and with Commissioner Shoaff temporarily absent at its regular meeting held on Thursday, December 17, 2015, in Upper Marlboro, Maryland.

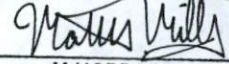
Adopted by the Prince George's County Planning Board this 7th day of January, 2016.

Patricia Colihan Barney
Executive Director

By 
Jessica Jones
Planning Board Administrator

PCB:JJ:HZ:ydw

APPROVED AS TO LEGAL SUFFICIENCY.


M-NCPPC Legal Department

Date 12/29/15