



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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

PGCPB No. 2020-177

File No. DDS-673

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on December 17, 2020, regarding Departure from Design Standards DDS-673 for Two Town Center, the Planning Board finds:

1. **Request:** This departure from design standards (DDS) is 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.

A detailed site plan (DSP) application, as a companion case to this DDS, for a 260,360-square-foot, two-story office building, a 290-space parking garage, and associated site improvements, was also approved on December 17, 2020 (PGCPB No. 2020-176).

2. **Development Data Summary:**

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

OTHER DEVELOPMENT DATA

Parking Requirements*

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

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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 was approved as a companion case with DSP-20036 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, 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.

COMPLIANCE WITH EVALUATION CRITERIA

7. **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;**

The Planning Board 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.**

The Planning Board 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, the Planning Board approves 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.

- 8. Further Planning Board Findings and Comments from Other Entities:** The subject DDS application, as a companion case with DSP-20036, was referred to the concerned agencies and divisions. No referral agencies provided any comment or concern that would affect the approval of this application. The relevant comments submitted for this application were addressed in the findings of this resolution and the resolution of DSP-20036 (PGCPB No. 2020-176).

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 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.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Washington, seconded by Commissioner Bailey, with Commissioners Washington, Bailey, Doerner, Geraldo and Hewlett voting in favor of the motion at its regular meeting held on Thursday, December 17, 2020, in Upper Marlboro, Maryland.

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

Elizabeth M. Hewlett
Chairman

By 
Jessica Jones
Planning Board Administrator

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