



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

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Preliminary Plan of Subdivision 4-20018

Two Town Center

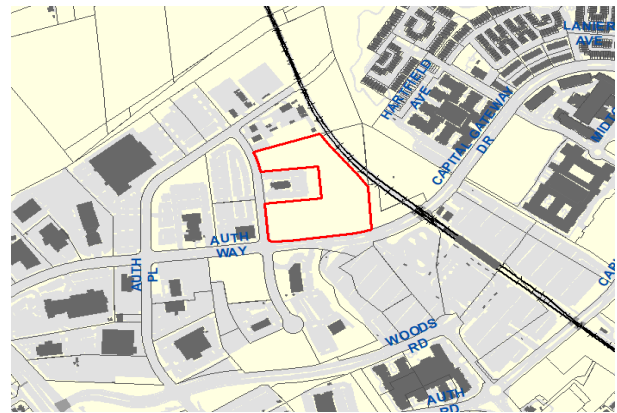
REQUEST	STAFF RECOMMENDATION
One parcel for development of a 260,360-square-foot office building and 89,030 square feet of parking garage.	APPROVAL with conditions
Variance to Section 25-122(b)(1)(G)	APPROVAL

Location: In the northeast quadrant of the intersection of Auth Way/Capital Gateway Drive and Brittania Way.

Gross Acreage:	9.05
Zone:	M-X-T/D-D-O
Gross Floor Area:	260,360 sq. ft.
Lots:	N/A
Parcels:	1
Planning Area:	76A
Council District:	08
Election District:	06
Municipality:	N/A
200-Scale Base Map:	206SE05

Applicant/Address:
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c/o Peter N.G. Schwartz Mgmt. Co., Inc.
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Planning Board Date:	12/10/2020
Planning Board Action Limit:	01/15/2021
Mandatory Action Timeframe:	70 days
Staff Report Date:	11/30/2020
Date Accepted:	10/22/2020
Informational Mailing:	07/03/2020
Acceptance Mailing:	10/22/2020
Sign Posting Deadline:	11/10/2020

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: Preliminary Plan of Subdivision 4-20018
Type 1 Tree Conservation Plan TCP1-021-2020
Two Town Center

OVERVIEW

The subject property is located in the northeast quadrant of the intersection of Auth Way/Capital Gateway Drive and Britannia Way. The property is known as Lot 34, recorded in Plat Book VJ 184, page 96. The site consists of 9.05 acres in the Mixed Use-Transportation Oriented (M-X-T) and Southern Green Line Development District Overlay (D-D-O) Zones, and is subject to the 2014 *Approved Southern Green Line Station Area Sector Plan* (sector plan) and *Subject Map Amendment* (SMA). This preliminary plan of subdivision (PPS) proposes one parcel for development of a 260,360-square-foot office building, and an 89,030-square-foot parking garage.

Section 25-122(b)(1)(g) of the 2010 Prince George's County Woodland and Wildlife Habitat Conservation Ordinance (WCO) requires that the preservation of specimen trees, champion trees, or trees that are associated with an historic site or structure have their critical root zones protected through judicious site design. The applicant requests approval of a variance for the removal of one specimen trees, which is discussed further in this report.

Staff recommends **APPROVAL** of the PPS with conditions, and **APPROVAL** of the variance based on the findings contained in this technical staff report.

SETTING

The property is located on Tax Map 88 in Grids F3 and F4, and Tax Map 89 in Grid A3, in Planning Area 76A, and is zoned M-X-T within a D-D-O Zone. The site is currently vacant and abuts properties to the north and east that are in the Planned Industrial/Employment Park (I-3) Zone. The properties abutting the subject site to the east contain Washington Metro Area Transit Authority (WMATA) train tracks. The property to the north, also owned by WMATA, consists of transportation and utility facilities. The subject site envelopes a property consisting of an office building to the west, which is also in the I-3 Zone. The following public rights-of-way flank the site; Auth Way/Capital Gateway Drive to the south, and the site's point of access, Britannia Way, to the west.

FINDINGS AND REASONS FOR STAFF RECOMMENDATION

1. **Development Data Summary**—The following information relates to the subject PPS application and the proposed development.

	EXISTING	PROPOSED
Zone	M-X-T/D-D-O	M-X-T/D-D-O
Use(s)	Vacant	Office
Acreage	9.05	9.05
Lots	0	0
Parcels	1	1
Dwelling Units	N/A	N/A
Gross Floor Area	N/A	260,360 sq. ft.
Variance	No	Yes
Variation	No	No

Pursuant to Section 24-119(d)(2) of the Subdivision Regulations, this case was heard at the Subdivision and Development Review Committee meeting on October 30, 2020.

2. **Previous Approvals**—Prior approvals for this site include PPS 4-98024, approved by the Prince George’s County Planning Board on June 4, 1998 (PGCPB Resolution No. 98-189) with six conditions, none of which apply to the subject PPS 4-20018. PPS 4-98024 was for one lot for development of technical/night college for Strayer University, with a maximum of 1,000 students under the site’s prior I-3 zoning. The property is currently recorded in Plat Book VJ 184, page 96, pursuant to PPS 4-98024.

The 2000 *Approved Master Plan and Sectional Map Amendment for the Heights and Vicinity (Planning Area 76A)* (Heights and Vicinity Master Plan and SMA) rezoned the property from the I-3 to the M-X-T Zone.

A Conceptual Site Plan, CSP-01016, was subsequently approved for development of 550,000 square feet of office, retail, and residential uses on the subject property. The CSP was approved by the Planning Board on June 28, 2001, with several conditions, some of which apply to the subject PPS and are discussed further in this staff report.

This PPS has been filed in order to increase the capacity previously established for the site under 4-98024. If approved, PPS 4-20018 will supersede 4-98024 and a new final plat of subdivision will be required.

3. **Community Planning**—The subject site is within the area of the Branch Avenue Metro Regional Transit District, the Southern Green Line Station Area Sector Plan and SMA, and the Southern Green Line D-D-O. Conformance with the 2014 *Plan Prince George’s 2035 Approved General Plan* (Plan 2035) and sector plan are evaluated, as follows:

General Plan

This property is located 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. Plan 2035 recommends mixed-use and commercial land uses for the subject property.

Sector Plan Conformance

The sector plan recommends office and flexible (office, residential, retail, civic) uses on the subject property.

SMA/Zoning

The Heights and Vicinity Master Plan and SMA rezoned the property from the I-3 to the M-X-T Zone and the 2014 SMA placed applied the Southern Green Line D-D-O Zone to the subject property. The site is also located within the Military Installation Overlay Zone, Height, Conical Surface - Left Runway Area E, with an approximate height limit of 562 feet. The height for proposed buildings will be further evaluated with the DSP.

Pursuant to Section 24-121(a)(5) of the Subdivision Regulations, staff finds that this application conforms to the sector plan.

4. **Stormwater Management**—An approved Stormwater Management (SWM) Concept Plan and letter (28910-2020-0), issued by the Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE), was submitted with the subject application. According to the plan, three biofiltration units, and ten micro-bioretenention planter boxes are proposed to provide stormwater retention and attenuation on-site. The concept approval expires October 22, 2023. Development of the site shall conform with the SWM concept approval, and any subsequent revisions, to ensure no on-site or downstream flooding occurs.
5. **Parks**—In accordance with Section 24-134(a) of the Subdivision Regulations, the subject subdivision is exempt from mandatory dedication of parkland requirements because it consists of nonresidential development.
6. **Trails**—This PPS was reviewed for conformance with the 2009 *Approved Countywide Master Plan of Transportation* (MPOT), the sector plan, and the Subdivision Regulations (Subtitle 24) to provide the appropriate pedestrian and bicycle transportation recommendations.

Existing Conditions, Sidewalks and Bike Infrastructure

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 Plan 2035 Center, specifically the Branch Avenue Metro Center, and is therefore subject to Section 24-124.01 of the Subdivision Regulations and the “Transportation Review Guidelines, Part 2.”

Staff recommends that frontage streets are built following the 2017 Department of Public Works and Transportation (DPW&T) Urban Street Design Standards, consistent with Prince George’s County Council Bill CB-86-2015 and Prince George’s County Council Resolution CR-085-2016, which recommends urban street standards for Regional Transit Districts, such as the Branch Avenue Metro Regional Transit District.

Review of Connectivity to Adjacent / Nearby Properties

PPS 4-98024 was approved on June 6, 1998, for the creation of one lot. The conditions of approval related to 4-98024 did not contain any specific bicycle or pedestrian improvements.

CSP-01016 includes the following conditions of approval related to on-site pedestrian improvements, specific to the subject property. Condition 3 from CSP-01016 is as follows:

- (3) Future Detailed Site Plans shall, at a minimum, provide the level of pedestrian connection that are shown conceptually on the current plans. Additionally, future plans shall include the following considerations:**
 - (a) Provision of direct pedestrian connection rather than circuitous ones.**
 - (b) The siting of proposed building closer to the Metrorail station, and siting parking facilities farther way.**
 - (c) The placement of building entrances closer to rather than farther from the pedestrian network.**

The submitted plans meet the criteria established in the previously mentioned 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 Metro Station. A crosswalk crossing Capital Gateway Drive that links the subject property to the Branch Avenue Metro Station is also included.

CSP-01016 includes the following conditions of approval related to on-site pedestrian improvements, specific to the subject property. Condition 8-a from CSP-01016 is as follows:

- (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 CSP-01016, condition 8a, unless modified by DPIE, with written correspondence.

In addition to complying with CSP-01016 conditions 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 PPS 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.

Review of Master Plan Compliance

This development case is subject to the MPOT, which recommends the following facilities:

Planned Shared Roadway: Capital Gateway Drive

The submitted plans include proposed shared lane markings (sharrows) along the subject site's frontage along Capital Gateway Drive. This is consistent with the MPOT recommended facilities. Staff recommends that the sharrows be shown on the detailed site plan (DSP).

The MPOT provides policy guidance regarding multimodal transportation. The Complete Streets element of the MPOT recommends how to accommodate infrastructure for people walking and bicycling (MPOT, page 9–10), which recommends the following facilities:

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.

While the approved CSP requires 8-foot-wide sidewalks, and staff recommends wider sidewalks along the subject site frontages, pedestrian and bicycle facilities are provided.

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.

In addition, sharrows, bicycle signage, and covered bicycle parking are provided on the subject site, and crosswalk is provided connecting the Metrorail station and the subject site.

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

The proposed and recommended facilities are consistent with the MPOT Complete Streets Policies.

The Transportation Systems Section of the 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)

The proposed bicycle and pedestrian improvements, which have been submitted with the subject application, will improve bike and pedestrian access to the Branch Avenue Metrorail Station and help meet the goals of the sector plan. Crosswalks have been proposed at all legs of the intersection of Capital Gateway Drive and Britannia Way. An additional crosswalk is proposed, which provides a pedestrian connection between the subject property and the Branch Avenue Metro Station. In addition, the applicant has proposed 18 bicycle parking spaces be provided on the subject property, which will be designed with a canopy shelter placed directly over the bicycle parking area. These features will improve the ease with which bicyclists and pedestrians can move throughout the site, as well as provide necessary community amenities.

Adequacy of On-Site Facilities

The applicant's proposed on-site bicycle and pedestrian facilities includes bicycle racks, crosswalks at each leg of the intersection of Capital Gateway Drive and Britannia Way, a crosswalk crossing Capital Gateway Drive to the Branch Avenue Metrorail Station, internal bikeway signage directing bicyclists to the parking area, and sidewalk facilities along Capital Gateway Drive and Britannia Way. As previously stated, staff recommends wider sidewalks along both subject site street frontages. The proffered on-site bicycle racks and directional signage, crosswalks, and recommended sidewalks, contribute to meeting the on-site pedestrian and bicycle adequacy findings, pursuant to Section 24-124.01(b).

Adequacy of Off-Site Facilities

The subject application includes proffered off-site bicycle and pedestrian adequacy improvements, pursuant to Section 24-124.01(c). These include four bus shelters, two on Auth Way and two on Auth Place; and 30 bikeway signage assemblies and 62 shared-lane markings (sharrows) along Auth Way, Capital Gateway Drive, and Auth Place.

The cost cap for the site is \$101,575.46. This number was developed by multiplying the nonresidential square footage by \$0.35 (\$91,126), adding the number of dwelling units multiplied by \$300 (\$0), and then indexing the sum for inflation between June 2013, when the legislation became active, and today. The applicant's current cost-estimate for these improvements is \$140,688. Section 24-124.01(c) provides a cost cap, and while the Planning Board cannot require off-site adequacy facilities that would exceed the cap, it can accept facilities proffered by the applicant that may exceed the cost cap. Staff supports and recommends that the Planning Board accept the proffered off-site facilities.

Demonstrated Nexus and Off-Site Adequacy Finding

The applicant has proffered 4 bus shelters, 30 W11-1 and W16-1P bikeway signage assemblies, and 62 sharrows to satisfy the requirement for off-site bicycle and pedestrian adequacy. The bus shelters are proposed to be located along Auth Road and Auth Way respectively, specifically located along the frontage of 5000 Auth Road, 5200 Auth Road, 5000 Auth Way, and 5001 Auth Way. The bikeway signage assemblies and shared-lane markings all fall along Capital Gateway Drive, Auth Way, Auth Place, and Auth Road within the immediate vicinity of the subject property. The location of these improvements are detailed in Figure 1-3 of the applicant's Bicycle and Pedestrian Impact Statement submission.

Pursuant to Section 24-124.01(c), staff finds that there is a demonstrated nexus between the proffered and recommended pedestrian and bikeway improvements for the proposed development and nearby destinations. Staff also finds that the proffered and recommended off-site facilities will contribute to meeting the Pedestrian and Bicycle Adequacy Findings pursuant to Section 24-124.01(b) and are within the cost cap pursuant to Section 24-124.01(c).

7. **Transportation**—The site is a single lot that was created pursuant to the industrial subdivision known as Capital Gateway. This PPS is required to resubdivide and create a trip cap for the site. Transportation-related findings related to adequacy are made with this application, along with any determinations related to dedication, access, and general subdivision layout.

The plan was reviewed against prior plan CSP-01016. There is also a prior PPS 4-98024 applicable to the subject site; this PPS seeks to modify the transportation trip cap, and so the subject application will completely supplant the prior one.

Because the proposal is expected to generate more than 50 peak-hour trips, a traffic impact study (TIS) has been submitted. The traffic study was referred to the County (DPW&T and DPIE), as well as the Maryland State Highway Administration.

The subject property is located within Transportation Service Area (TSA) 1, as defined in the Plan 2035. As such, the subject property is evaluated according to the following standards:

Links and signalized intersections: Level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,600 or better.

Unsignalized intersections: The procedure for unsignalized intersection is not a true test of adequacy, but rather an indicator that further operational studies need to be conducted.

For two-way, stop-controlled intersections, a three-part process is employed:

- (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) the maximum approach volume on the minor streets is computed if delay exceeds 50 seconds, (c) if delay exceeds 50 seconds and at least one approach volume exceeds 100, the CLV is computed.

For all-way stop-controlled intersections, a two-part process is employed: (a) vehicle delay is computed in all movements using the *Highway Capacity Manual* (Transportation Research Board) procedure; (b) if delay exceeds 50 seconds, the CLV is computed.

For roundabouts, a volume-to-capacity (v/c) ratio is computed using the *Highway Capacity Manual* (Transportation Research Board) procedure. A v/c ratio greater than 0.850 is generally considered unacceptable; however, the operating agency can deem, in writing, a v/c between 0.850 and 0.900 to be acceptable.

Analysis of Traffic Impacts

The table below summarizes trip generation in each peak hour that will be used for the analysis and for formulating the eventual trip cap for the site. The proposed use has the following trip generation (with the use quantities shown in the table, as described in the submitted traffic study). The trip generation is estimated using trip rates and requirements in the "Transportation Review Guidelines, Part 1" (Guidelines) and *Trip Generation Manual* (Institute of Transportation Engineers (ITE)):

Trip Generation Summary: 4-20018: 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
Total Proposed Trips			405	50	455	64	365	429
Recommended Trip Cap					455			429

The traffic generated by the proposed PPS would impact the following intersections, interchanges, and links in the transportation system:

- Britannia Way/Auth Way/Capital Gateway Drive (unsignalized)
- Telfair Boulevard/Capital Gateway Drive (unsignalized)
- Telfair Boulevard/Greenline Court/Capital Gateway Drive (unsignalized)
- Capital Gateway Drive/Metro Parking Driveway (unsignalized)
- Capital Gateway Drive/Auth Road/Old Soper Road (roundabout)
- Auth Way/Auth Place (signalized)
- Britannia Way/site access (future/unsignalized)

Existing Traffic:

The following critical intersections, interchanges and links identified above, when analyzed with existing traffic and existing lane configurations, operate as follows:

EXISTING TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Britannia Way/Auth Way/Capital Gateway Drive	13.2*	17.1*	--	--
Telfair Boulevard/Capital Gateway Drive	11.7*	11.5*	--	--
Telfair Boulevard/Greenline Court/Capital Gateway Drive	10.7*	10.9*	--	--
Capital Gateway Drive/Metro Parking Driveway	8.7*	10.7*	--	--
Capital Gateway Drive/Auth Road/Old Soper Road	0.328**	0.706**	--	--
Auth Way/Auth Place	689	799	A	A
Britannia Way/site access	Future			
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.</p> <p>**In analyzing roundabouts, a volume-to-capacity (v/c) ratio is computed and reported. A v/c ratio greater than 0.850 is generally considered unacceptable.</p>				

Due to the effects of the ongoing COVID-19 pandemic, the process of collecting traffic counts for traffic studies became problematic. In accordance with Planning Board policy adopted on April 9, 2020, applicants were allowed to scope and prepare studies using older counts that are factored for annual traffic growth. That policy expired on September 10, 2020; studies that have been scoped and/or prepared between April 9 and September 10 using pandemic-factored counts are allowed to be accepted during 2020. In the case of this TIS, it was scoped in August 2020, and all traffic counts utilized have been adjusted in accordance with the Planning Board's policy.

Background Traffic:

None of the critical intersections identified above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. Background traffic has been developed for the study area using three approved, but unbuilt developments within the study area. A second analysis was done to evaluate the impact of background developments. The analysis revealed the following results:

BACKGROUND TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Britannia Way/Auth Way/Capital Gateway Drive	15.3*	44.0*	--	--
Telfair Boulevard/Capital Gateway Drive	13.8*	20.1*	--	--
Telfair Boulevard/Greenline Court/Capital Gateway Drive	24.8*	41.4*	--	--
Capital Gateway Drive/Metro Parking Driveway	29.1*	39.4*	--	--
Capital Gateway Drive/Auth Road/Old Soper Road	0.629**	0.806**	--	--
Auth Way/Auth Place	729	1063	A	B
Britannia Way/site access	Future			
<p>*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.</p> <p>**In analyzing roundabouts, a volume-to-capacity (v/c) ratio is computed and reported. A v/c ratio greater than 0.850 is generally considered unacceptable.</p>				

The following critical intersections, interchanges, and links identified above, when analyzed with total future traffic as developed using the Guidelines, including the site trip generation as described above, operate as follows:

TOTAL TRAFFIC CONDITIONS				
Intersection	Critical Lane Volume (AM & PM)		Level of Service (LOS, AM & PM)	
Britannia Way/Auth Way/Capital Gateway Drive (standards for passing are shown in parentheses)				
Delay Test (50 seconds or less)	41.3*	108.9*	Pass	Fail
Minor Street Volume Test (100 or fewer)	--	218	Pass	Fail
CLV Test (1,150 or fewer)	--	733	Pass	Pass
Telfair Boulevard/Capital Gateway Drive	14.1*	22.6*	--	--
Telfair Boulevard/Greenline Court/Capital Gateway Drive	25.1*	44.2*	--	--
Capital Gateway Drive/Metro Parking Driveway	29.3*	39.7*	--	--
Capital Gateway Drive/Auth Road/Old Soper Road	0.632**	0.832**	--	--
Auth Way/Auth Place	959	1248	A	C
Britannia Way/site access	10.5*	10.0*	--	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure and should be interpreted as a severe inadequacy.				
**In analyzing roundabouts, a volume-to-capacity (v/c) ratio is computed and reported. A v/c ratio greater than 0.850 is generally considered unacceptable.				

The table above notes no inadequacy in either peak hour. A trip cap, consistent with the trip generation assumed for the site, of 455 AM and 429 PM peak-hour vehicle trips, is recommended.

Plan Comments

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.

CSP-01016 was approved by the Planning Board on May 31, 2001 (PGCPB Resolution 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 the accompanying traffic study. The end result would be a new trip cap on this site, which exceeds the cap previously approved under PPS 4-98024, which is fully consistent with the intent of the two CSP conditions.

Based on the preceding findings, adequate transportation facilities will exist to serve the proposed subdivision, as required in accordance with Section 24-124.

8. **Schools**—This PPS was reviewed for impact on school facilities, in accordance with Section 24-122.02 of the Subdivision Regulations and CR-23-2001 and CR-38-2002, and it is concluded that the property is exempt from a review for schools because it is a nonresidential use.
9. **Public Facilities**—In accordance with Section 24-122.01, water and sewerage, and police facilities are found to be adequate to serve the subject site, as outlined in a memorandum from the Special Projects Section, dated October 30, 2020 (Thompson to Heath), provided in the backup of this technical staff report and incorporated by reference herein. Fire and rescue facilities require additional discussion, as follows:

Fire and Rescue

The subject property is served by the Silver Hill Fire/EMS Co. 829, located at 3900 Old Silver Hill Road in Suitland. A 5-minute total response time is recognized as the national standard for Fire/EMS response times. The 5-minute total response time arises from the 2016 Edition of the National Fire Protection Association (NFPA) 1710 Standards for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments. This standard is being applied to the review of nonresidential subdivision applications.

According to NFPA 1710, Chapter 3 Definitions, the total response time and travel time are defined, as follows:

3.3.53.6 Total Response Time. The time interval from the receipt of the alarm at the primary PSAP (Public Safety Answering Point) to when the first emergency response unit is initiating action or intervening to control the incident.

3.3.53.7 Travel Time. The time interval that begins when a unit is in route to the emergency incident and ends when the unit arrives at the scene.

According to NFPA 1710, Chapter 4 Organization:

4.1.2.1 The fire department shall establish the following objectives:

- (1) **Alarm handling time to be completed in accordance with 4.1.2.3. (4.1.2.3.1 The fire department shall establish a performance objective of having an alarm answering time of not more than 15 seconds for at least 95 percent of the alarms received and not more than 40 seconds for at least 99 percent of the alarms received, as specified by NFPA 1221).**
- (2) **80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response.**
- (3) **240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident.**

Prince George's County Fire and EMS Department representative, James V. Reilly, stated in writing (via email) that as of October 29, 2020, the subject project did not pass the four-minute travel test when applying the national standard, an associated total response time under five-minutes, from the closest Fire/EMS Station, Silver Hill Fire/EMS Co. 829.

It is recommended that prior to construction, the applicant shall contact the Prince George's County Fire/EMS Department to request a pre-incident emergency plan for the facility; install and maintain automated external defibrillators (AEDs), in accordance with the Code of Maryland Regulations (COMAR 30.06.01-05), so that any employee is no more than 500 feet from an AED; and install and maintain hemorrhage kits next to fire extinguishers, and no more than 75 feet from any employee. In accordance with Section 24-122.01(e)(1)(C), the Department provided a statement that adequate equipment exists.

- 10. Public Utility Easement (PUE)**—Section 24-122(a) of the Subdivision Regulations requires that, when utility easements are required by a public utility company, the subdivider shall include the following statement in the dedication documents recorded on the final plat:

“Utility easements are granted pursuant to the declaration recorded among the County Land Records in Liber 3703 at folio 748.”

The standard requirement for public utility easements (PUEs) is 10 feet wide along both sides of all public rights-of-way. The required PUE is delineated on the PPS, along the subject site frontage on the public rights-of-way of Auth Way/Capital Gateway Drive and Britannia Way.

- 11. Historic**—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. A Phase I archeological survey is not recommended on the subject property. The 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 or resources or significant archeological sites.
- 12. Environmental**—The following applications and associated plans have been reviewed for the subject site:

Background

Review Case Number	Associated Tree Conservation Plan Number	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

Proposed Activity

The applicant is requesting approval of PPS 4-20018 and Type 1 Tree Conservation Plan TCP1-021-2020, for construction of a 260,360-square-foot government office building and an 89,030-square-foot parking garage. The TCP1 shows the proposed layout and associated

infrastructure (road layout, water and sewer lines, SWM facilities, woodland preservation areas, specimen trees, and specimen trees proposed to be removed).

Grandfathering

This project is not grandfathered with respect to the environmental regulations contained in Subtitles 24 and 27 that came into effect on September 1, 2010, because the application is for a new PPS.

Master Plan Conformance

The site is located within the Environmental Strategy Area 1 (formerly the Developing Tier) of the Regulated Environmental Protection Areas Map, as designated by Plan 2035, and within the Established Communities of the General Plan Growth Policy (Plan 2035).

Conformance with the Countywide Green Infrastructure Plan (May 2017)

The 2017 *Countywide Green Infrastructure Plan* was approved with the adoption of the Approved Prince George's County Resource Conservation Plan: A Countywide Functional Master Plan (CR-11-2017) on March 7, 2017. According to the approved Countywide Green Infrastructure Plan, a linear Regulated Area feature extends from the Britannia Way/Auth Way intersection northeast toward the adjacent Metro line. This area was field investigated and determined not to have any regulated environmental features. Evaluation areas are delineated on the northern portions of the site, which are wooded. The entire site was mass graded in the late 1970s, predating adoption of the first Woodland Conservation and Tree Preservation Ordinance, in 1989, but has since regenerated.

The following policies support the stated measurable objectives of the Countywide Green Infrastructure Plan:

Policy 1: Preserve, protect, enhance, or restore the green infrastructure network and its ecological functions while supporting the desired development pattern of the 2002 General Plan.

The subject property contains designated Regulated and Evaluation Areas, but there are no on-site or adjacent regulated environmental features. The property is a U-shaped parcel, and all the adjacent parcels are developed. No woodlands are proposed to be preserved on-site.

Policy 2: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

The development proposed is an infill project within the Branch Avenue Metro Station area for a government building and a parking garage. The site has an approved SWM Concept Letter and Plan (28910-2020) that covers the subject property and proposes 10 micro-bioretention planter box facilities and three biofiltration units. Conceptual and technical SWM design is required to be reviewed for approval by DPIE to address surface water runoff issues. Subtitle 32 Water Quality Resources and Grading of the Prince George's County Code requires that environmental site design be implemented to the maximum extent practicable.

Policy 3: Preserve, protect, and enhance surface and ground water features and restore lost ecological functions.

The property is almost entirely wooded and is subject to the Woodland Conservation Ordinance. The project proposes to remove all the on-site woodlands and meet the 4.04-acre requirement with off-site woodland conservation. There is one specimen tree on-site and a Subtitle 25 variance has been submitted to remove it. The shape of the parcel, adjacent uses, and the M-X-T-zoning makes it difficult to preserve large, wooded areas on-site.

Policy 4: Promote environmental stewardship as an important element to the overall success of the Green Infrastructure Plan.

Although this application does not include the review of building, the use of environmentally sensitive building techniques and overall energy consumption is encouraged.

Policy 5: Recognize the green infrastructure network as a valuable component of the county's Livable Communities Initiative.

The subject property is a wooded area located in a highly developed industrial park. The surrounding office buildings, parking areas, and the aboveground Metro line are the adjacent property uses. The site was mass graded in the late 1970s and contains no regulated environmental features. No woodlands are proposed to be saved on-site.

Environmental Review

Natural Resources Inventory Plan/Existing Features

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 DBH American elm in good condition, located in the southwestern portion of the property. The TCP1 and PPS show all the required information correctly, in conformance with the NRI. No revisions are required for conformance to the NRI.

Woodland Conservation

The site is subject to the provisions of the WCO because the property is greater than 40,000 square feet in size and it contains more than 10,000 square feet of existing woodland. 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 4.04 acres of off-site woodland conservation credits. Minor revisions are required to the TCP1, as outlined in the recommended condition.

Specimen Trees

Section 25-122(b)(1)(G) requires that "Specimen trees, champion trees, and trees that are part of a historic site or are associated with a historic structure shall be preserved and the

design shall either preserve the critical root zone of each tree in its entirety or preserve an appropriate percentage of the critical root zone in keeping with the tree's condition and the species' ability to survive construction as provided in the Technical Manual."

Effective October 1, 2009, the State Forest Conservation Act was amended to include a requirement for a variance if a specimen, champion, or historic tree is proposed to be removed. This state requirement was incorporated in the adopted County Code, effective on September 1, 2010.

Variance Request

A Subtitle 25 Variance Application, a Statement of Justification in support of a variance, and a tree removal plan were stamped as received by the Environmental Planning Section on October 22, 2020.

There is one specimen tree on-site, a 33-inch American Elm, which is in good condition. Due to the location of the specimen tree, the applicant requests the removal of the subject tree.

Statement of Justification

Section 25-119(d) of the WCO contains six required findings to be made before a variance can be granted. The Letter of Justification submitted seeks to address the required findings for the one specimen tree.

(A) Special conditions peculiar to the property have caused the unwarranted hardship.

The property is U-shaped, with two usable areas separated by a previously developed parcel. The location of subject specimen tree is located within a highly developable area of the site. The surrounding area is comprised of existing industrial buildings and parking areas, and the current M-X-T zoning recommends dense development of the property.

(B) Enforcement of these rules will deprive the applicant of rights commonly enjoyed by others in similar areas.

Because of the unusual shape of the property with split development areas, set access locations, and the specimen tree's location, retaining the specimen tree and avoiding disturbance to the critical root zones would have a considerable impact on the development potential of the property, which is proposed for a government building. The proposed development of the site is in keeping with the density of similar projects within the area. If other properties include trees in similar locations and in similar condition on a site, the same considerations would be provided during the review of the required variance application.

(C) Granting the variance will not confer on the applicant a special privilege that would be denied to other applicants.

Based on the site's shape, developable areas, and the surrounding industrial building usage, the granting of this variance will allow the project to be developed in a functional and efficient manner.

- (D) **The request is not based on conditions or circumstances which are the result of actions by the applicant.**

The applicant has taken no action to date on the subject property.

- (E) **The request does not arise from a condition relating to land or building use, either permitted or nonconforming, on a neighboring property.**

The requested variance does not arise from a condition relating to the land or building use, either permitted or nonconforming, on a neighboring property.

- (F) **Granting of the variance will not adversely affect water quality.**

Granting the variance to remove the one specimen tree will not directly affect water quality because the reduction in tree cover caused by specimen tree removal is minimal. Specific requirements regarding SWM for the site will be further reviewed by DPIE.

The required findings of Section 25-119(d) have been adequately addressed for the removal of one specimen tree.

Regulated Environmental Features

The proposed application does not contain any on-site regulated environmental features or primary management areas.

13. **Urban Design**—Conformance with the Zoning Ordinance (Subtitle 27) is evaluated, as follows:

Conformance with the Zoning Requirements and D-D-O Zone Standards of the Sector Plan

In accordance with the sector plan, the D-D-O Zone standards replace comparable standards and regulations required by the Zoning Ordinance. For development standards not covered by the Southern Green Line D-D-O Zone, the other applicable sections of the Zoning Ordinance and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) shall serve as the requirements. The proposed office building will be subject to DSP approval, at which time the review for conformance with applicable D-D-O Zone standards will be analyzed. DSP-20036 has been filed concurrently with this PPS and is currently under review by the Urban Design Section.

It is noted that the M-X-T Zone requires a mix of uses. For the purpose of this application, only commercial office was used as means of testing adequacy for the site. However, conformance with the requirement to provide a mix of uses must be demonstrated at the time of DSP, and the proposed uses must be with the capacity established with this PPS for nonresidential development or a new PPS will be required.

Conformance with the 2010 Prince George's County Landscape Manual (Landscape Manual)

Per Section 27-544(a) of the Zoning Ordinance, landscaping, screening, and buffering for property zoned M-X-T, is subject to the provisions of the Landscape Manual. The proposed office building is subject to subject to Section 4.2, Requirements for Landscape Strips 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 of the Landscape Manual. Conformance with the Landscape Manual requirements will be determined at time of DSP. An Alternative Compliance, AC-20012, from the requirements of Sections 4.2 and 4.7 has been filed with the DSP.

Conformance with the Tree Canopy Coverage Ordinance

Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance requires a minimum percentage of the site to be covered by tree canopy for any development projects that propose more than 5,000 square feet of gross floor area or disturbance and require a grading permit. This site is required to provide a minimum of 10 percent of the gross tract area, which is about 0.9 acre, with tree canopy, based on the acreage within the M-X-T Zone. Conformance to the Tree Canopy Coverage Ordinance will be evaluated with the review of the DSP.

Other Urban Design Issues

The applicant is encouraged to incorporate Crime Prevention Through Environmental Design strategies in the site and building design. Crime can be averted through activating streetscapes and allowing for natural surveillance of public spaces. Further review of this issue will be carried out at time of DSP.

RECOMMENDATION

APPROVAL, subject to the following conditions:

1. Any residential development on the subject property shall require approval of a new preliminary plan of subdivision, prior to issuance of permits.
2. Development of this site shall be in conformance with the approved Stormwater Management Concept Plan (55840-2017-00) and any subsequent subdivisions.
3. The final plat of subdivision shall grant 10-foot-wide public utility easements along the public rights-of-way abutting the site, in accordance with the approved preliminary plan of subdivision.
4. Development of this subdivision shall be in conformance with an approved Type 1 Tree Conservation Plan (TCP1-021-2020). The following notes shall be placed on the final plat of subdivision:

“This development is subject to restrictions shown on the approved Type 1 Tree Conservation Plan (TCP1-021-2020), or as modified by the Type 2 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/Tree Preservation Policy.”

5. Prior to signature approval of the preliminary plan of subdivision, the Type 1 Tree Conservation Plan (TCP1) 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), TI, a 33-inch American Elm.”
 - b. Revise the Woodland Conservation Worksheet, as follows:
 - (1) Add the TCP1 number and revision number to the worksheet.
 - (2) Remove the note under the woodland conservation. The provision of the off-site woodland conservation requirement will be addressed by the notes on the TCP2.
 - c. Remove the second sentence from General Note 12.
 - d. Add a Site Statistics Table to the plan.
 - e. Revise the -00 line on TCP1 approval block to include the DRD case number in the appropriate column.
 - f. Have the revised plan signed and dated by the qualified professional who prepared it.
6. In conformance with the Condition of Approval 8a of Conceptual Site Plan CSP-01016 (PGCPB Resolution No. 01-121), prior to approval of the detailed site plan, the applicant, and the applicant’s heirs, successors, and/or assignees shall demonstrate 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, with written correspondence.
 - b. Eight-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.
7. In conformance with the 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/or assignees 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 to the Branch Avenue Metrorail Station.
 - b. Convention style crosswalks crossing all legs at the intersection of Capital Gateway Drive.
 - c. Shared roadway markings (sharrows), along the subject site frontage of Capital Gateway Drive.
- 8. 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 Prince George's County Department of Public Works and Transportation practices.
 - b. Thirty W11-1 and 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.
- 9. Prior to certification of a detailed site plan, the applicant, and the applicant's heirs, successors, and/or assignees 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 Section 24-124.01(f) of the Subdivision Regulations.
- 10. 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.
- 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.

These requirements shall be noted on the detailed site plan.

STAFF RECOMMENDS:

- Approval of Preliminary Plan of Subdivision 4-20018
- Approval of Type 1 Tree Conservation Plan TCP1-021-2020
- Approval of a Variance to Section 25-122(b)(1)(G)