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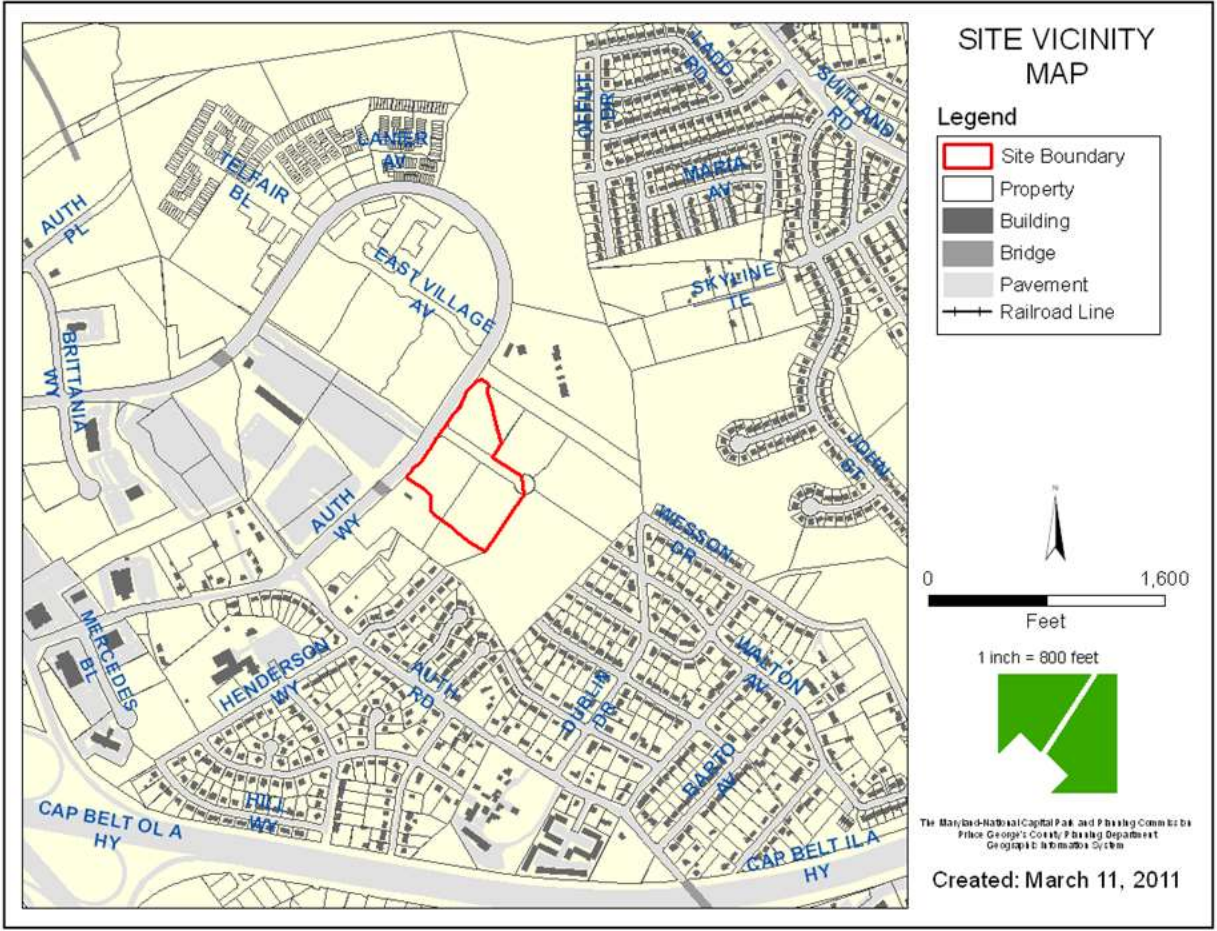
Detailed Site Plan Departure from Design Standards

DSP-11003
DDS-608

Application	General Data	
Project Name: One Town Center Location: Located on the east side of Auth Way. Applicant/Address: One Town Center, LLC. 1350 Connecticut Avenue Washington, DC 20036	Planning Board Hearing Date:	12/17/15
	Staff Report Date:	12/03/15
	Date Accepted:	05/20/11
	Planning Board Action Limit:	Waived
	Plan Acreage:	10.71
	Zone:	M-X-T/D-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	581,244 sq. ft.
	Planning Area:	76A
	Council District:	09
	Election District	06
	Municipality:	N/A
	200-Scale Base Map:	206SE05

Purpose of Application	Notice Dates	
A four-story office building including approximately 581,244 square feet and a five-level parking structure for 991 parking spaces. A departure from Section 27-558 to reduce the size of the parking space in the parking garage.	Informational Mailing:	03/11/11
	Acceptance Mailing:	05/20/11
	Sign Posting Deadline:	11/17/15

Staff Recommendation		Staff Reviewer: Henry Zhang, AICP, LEED AP BD+C Phone Number: 301-952-4151 E-mail: Henry.Zhang@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-11003
Departure from Design Standards DDS-608
Type II Tree Conservation Plan TCPII-024-15
One Town Center, Lot 35

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

EVALUATION

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The 2014 *Approved Southern Green Line Station Area Sector Plan and Sectional Map Amendment*.
- b. The requirements of the Prince George's County Zoning Ordinance, specifically for the Mixed Use-Transportation Oriented (M-X-T) Zone, Detailed Site Plans, Departures from Design Standards, and the Development District Overlay (D-D-O) Zone.
- c. The requirements of Conceptual Site Plan CSP-01015.
- d. The requirements of Preliminary Plan of Subdivision 4-90037 and Record Plat MMB 240-68.
- e. The requirements of the 2010 *Prince George's County Landscape Manual*.
- f. The requirements of the Prince George's County Woodland and Wildlife Habitat Conservation Ordinance.
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance.
- h. Referral comments.

FINDINGS

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

1. **Request:** This detailed site plan (DSP) application is for approval of a four-story office of 581,244 square feet and a five-story parking garage associated with the office building.
2. **Development Data Summary:**

	EXISTING	PROPOSED
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

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.

COMPLIANCE WITH EVALUATION CRITERIA

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, except for the specified lease term. Currently, the U.S. General Services Administration (GSA), in its Request for Lease Proposal (RLP) for USCIS, offers only a 15-year lease with an option of a five-year extension, which in total equals 20 years. There is no single 20-year lease of office in this RLP. 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 the public buildings and is not subject to the Branch Avenue Metro Station D-D-O Zone standards.

8. **Zoning Ordinance:** The DSP application has been reviewed for compliance with the requirements of the M-X-T Zone of the Zoning Ordinance.

- a. The proposed office development is a permitted use in the M-X-T Zone.
- b. In accordance with Section 27-546(d) of the Zoning Ordinance, in addition to the findings required to approve a DSP, the Planning Board shall make the following findings for projects in the M-X-T Zone.

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

Comment: The purposes of the M-X-T Zone, as stated in Section 27-542(a), include the following:

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

Comment: The subject project promotes the orderly redevelopment of one vacant property within a larger development known as Town Center at Camp Springs. With a mix of commercial/retail, office (as proposed in this DSP), single-family attached, and multifamily residential uses, this project will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens.

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

Comment: The project implements the vision of the Southern Green Line Station Area Sector Plan and SMA by providing office to the existing mix of various uses around the Branch Avenue Metro Station area to create a compact and walkable community.

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

Comment: The project proposes approximately 1.25 floor area ratio (FAR) on a parcel within the Town Center at Camp Springs area. The proposed mixed-use development, including this high-density office development, will conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of this mixed-use zone.

- (4) To promote the effective and optimum use of transit and other major transportation systems;**

Comment: The subject site is across the street of Auth Way, within a quarter mile distance from the Branch Avenue Metro Station. Additional sidewalks have been required and provided to link the site to the existing pedestrian walkway system in the close vicinity of the Metro station. This development will promote the effective and optimum use of the Metro train system.

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

Comment: The DSP will bring in a large office tenant that will employ thousands of workers and will definitely promote the development of service uses around the area. With the existing residential and commercial/retail uses, this development will complement the existing uses to create a 24-hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area.

(6) To encourage diverse land uses which blend together harmoniously;

Comment: The office development is on Pod C of the larger development known as Town Center at Camp Springs. Along with the existing two pods, the larger development allows diverse land uses around the Branch Avenue Metro Station area. The development of the larger project is encouraged to be harmonious in design, to the extent practical, and to be coordinated visually through the site design processes.

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

Comment: As discussed previously, the existing Pods A and B have been predominantly developed with residential uses and employed various design techniques. This proposed office building also includes green building techniques and building materials. Since the office building is different from the rest of the residential buildings, efforts have been made to include certain materials and features to reflect the mixed-use character of the area, to the extent practical, to create dynamic functional relationships among the individual uses within a distinctive visual character and identity in the town center.

(8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;

Comment: Green building techniques such as those employed in LEED standards have been proposed in this office building design. The applicant also seeks to achieve LEED certification after the office is complete. See above Finding 6 for details on green building certification.

(9) To permit a flexible response to the market; and

Comment: The M-X-T Zone is one of the mixed-use zones that were created to allow developers maximum flexibility to respond to the changing market. The DSP is a direct response to GSA's RLP.

(10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.

Comment: The applicant has provided images that illustrate the quality of the proposed development. The proposed architecture is of good quality and is acceptable for this development.

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

Comment: The subject property was rezoned to the M-X-T Zone by a zoning map amendment before 2006 and later on reflected in the Southern Green Line Station Sector Plan and SMA. The DSP is in conformance with the previous approvals governing the site.

- (3) **The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

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

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

Comment: The subject property and proposed development is buffered from adjacent low-density areas by the Metro facilities. The proposal certainly is a great improvement to the existing environment. The high-density office building is encouraging in the project area of the Town Center at Camp Springs.

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

Comment: The mix of uses in the town center area includes commercial/retail, office, residential single-family attached, and multifamily dwellings. The larger development is capable of sustaining an independent environment of high quality and stability in each pod.

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

Comment: The larger development is staged in two phases. This development of office is still within Phase I, in accordance with the trip calculation as approved in CSP-01015. Each phase is designed as a self-sufficient entity for a large mix of various uses.

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

Comment: A significant portion of the comprehensive sidewalk network around the Branch Avenue Metro Station has been constructed. The new sidewalks included in this DSP will be further connected to the existing network to encourage maximum pedestrian activity with the Metro core area. In a memorandum dated December 1, 2015, the trails coordinator stated that, from the standpoint of non-motorized transportation, it has been determined that the plan is acceptable in accordance with this requirement.

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

Comment: There is a pedestrian plaza proposed in the front of the main entrance to the office building and additional pedestrian space is also shown between the office and parking garage. Adequate attention has been paid to human scale, high-quality urban design, and other amenities, such as the types and textures of materials, landscaping, and street furniture.

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

Comment: This application is a DSP. This requirement is not applicable.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

Comment: This application has an approved CSP that established the development caps for the project. The Transportation Planning Section, in a memorandum dated December 2, 2015 (Burton to Zhang), concluded that the proposed development is still within Phase I of CSP-01015, in terms of trip generation, and is consistent with the previously approved preliminary plan and the development caps established in CSP-01015.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548. (CB-1-1989; CB-26-1991; CB-13-2002; CB-78-2006; CB-23-2015)**

Comment: The subject property measures 10.71 acres and was not being developed as a mixed-use planning community, but is part of a mixed-use project known as Town Center at Camp Springs. Therefore, this requirement is not relevant to this application.

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

Section 27-544. Regulations.

- (a) **Except as provided in Subsections (b) and (c) of this Section, additional regulations concerning the location, size, and other provisions for all buildings and structures in the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

Comment: The plan has been reviewed in accordance with the above Section of the Zoning Ordinance. Since the development is exempt from the Branch Avenue Metro Station Area D-D-O Zone standards, the underlying zone requirements and the other applicable regulations in the Zoning Ordinance including, but not limited to, parking, signage, and the 2010 *Prince George's County Landscape Manual* (Landscape Manual) will be used to review this DSP.

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

- (a) **Maximum floor area ratio (FAR):**

- (1) **Without the use of the optional method of development -- 0.40 FAR;
and**

- (2) **With the use of the optional method of development -- 8.00 FAR.**

Comment: At the time of CSP-01015 approval, the total density approved for the larger project of 106.4 acres, known as Town Center at Camp Springs, is between 0.4 and 1.15 FAR through the Optional Method of development. The total square footage for office space is between 500,000 and 2,700,000 square feet. The CSP covers three pods and the subject site is Pod C. Even though there is no density distribution among the three pods, most of the development materialized on Pods A and B is residential and limited retail uses. Most of the approved office uses have not been utilized. In fact, Condition 5 of the CSP requires a cumulative combined FAR of Phase I approved and Phase II proposed to equal or exceeds the minimum 0.85 FAR. The proposed gross floor area of office in this DSP is still within the approved range for office use.

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

Comment: The proposed larger development consists of multifamily, townhouse, and retail/commercial uses, as permitted by the Zoning Ordinance in many buildings. This DSP includes office use that will be located in one single building. The DSP satisfies this requirement.

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

Comment: The DSP shows a proposed layout for one office building and associated parking garage. Once the DSP is approved, it will be the guide for the development of the subject site.

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

Comment: The landscaping, screening, and buffering issues have been reviewed along with this DSP. Finding 11 below provides a detailed discussion on the plan's conformance with the applicable landscaping requirements.

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

Comment: The subject DSP includes only one lot, Lot 35, that is fronting directly on Auth Way, which is a public street. The DSP meets this requirement.

- d. **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;**

Comment: 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;

Comment: 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;

Comment: 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 the use by the intended 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.

Comment: 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 Urban Design Section concludes that the required findings for approval of this companion DDS application for the proposed office development have been made and recommends approval of DDS-608 to allow the applicant to provide 8.5-foot by 18-foot parking spaces with a minimum 24-foot-wide drive aisles in the proposed parking garage.

9. **Conceptual Site Plan CSP-01015:** Conceptual Site Plan CSP-01015, Town Center at Camp Springs, covering a total of 106.75 acres of land in the M-X-T Zone, was approved by the Planning Board on May 31, 2001, subject to 27 conditions. The subject site is Pod C under this CSP. The conditions of that approval which are applicable to the review of this DSP are discussed, as follows:

1. **Total development within the subject property under Phase I shall be limited to 1,700 residences, of which no fewer than 250 shall be senior housing residences, 150,000 square feet of retail space, and 968,500 square feet of general office space; or different uses generating no more than the number of peak hour trips (1,490 inbound AM peak hour vehicle trips and 1,243 outbound PM peak hour vehicle trips) generated by the above development.**

Comment: In a trip cap assessment (dated October 22, 2015) provided by Wells and Associates to the Transportation Planning Section (M-NCPPC), indicates that the subject property can be developed as proposed without exceeding the trip cap requirements of previous approvals. This finding is based on previously approved development plans that included reductions for a mixed-use project known as Capital Gateway, as well as reductions for the adjacent Metro Station transit services and a transportation demand management program. All required transportation improvements have been made. With standard reductions allowed for sites adjacent to Metro stations, and internal trips within the overall mixed-use project, the trip cap available will be sufficient to handle the trips that will be generated by this portion of the project and will result in excess capacity of 649 AM inbound peak hour trips and 403 PM outbound peak hour trips in the trip caps.

2. **Total development within the subject property under Phase II shall be limited to 2,500 residences, of which no fewer than 250 shall be senior housing residences, 150,000 square feet of retail space, and 2,700,000 square feet of 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 under the provisions of Condition 10 of the resolution approving 4-90037 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 Preliminary Plat.**

Comment: In a memorandum dated December 2, 2015, the Transportation Planning Section concluded that this development is still within Phase I of the Town Center at Camp Springs project.

3. **Future Detailed Site Plans shall, at a minimum, provide the level of pedestrian connections that are shown conceptually on the current plans. Additionally, future plans shall include the following considerations:**

- a. **Provision of direct pedestrian connections rather than [more] circuitous ones.**
- b. **The siting of proposed buildings in Phase II closer to the Metrorail station, and siting parking facilities farther away.**
- c. **The placement of building entrances closer to rather than farther from the pedestrian network.**
- d. **The concept of a central pedestrian link through the semicircle to the station shall be retained on all future plans.**

Comment: The subject DSP is still within Phase I of the project, as discussed above. The Transportation Planning Section recommends that a seven-foot-wide sidewalk be provided along the site's frontage within the right-of-way of Auth Way. Additional direct sidewalk connection has been recommended by the trails planner (Shaffer to Zhang, December 2, 2015) to link the main entrance to the sidewalk along Auth Way.

- 4. **A trail connection shall provide access to the future extension of the Henson Creek Trail. The exact location of the trail connection shall be determined at the time of Detailed Site Plan, but a connection directly to the portion of the stream valley owned by the M-NCPPC Department of Parks and Recreation is preferred. A trail location (within a public use easement) on or in the vicinity of the existing stormwater management pond access road may be appropriate. The width of the trail shall be determined at Detailed Site Plan.**

Comment: Trail connection to Henson Creek is not applicable to the subject Pod C. This condition was applicable to the area of Pod A, which is adjacent to Henson Creek.

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

Comment: A Type II tree conservation plan (TCPII) has been submitted with this DSP.

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

Comment: This condition has been satisfied, as the mandated wetland study was submitted as part of Natural Resources Inventory NRI/035/11.

- 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.**

Comment: This condition was satisfied by the acceptance of a number of earlier DSP submissions and all related stormwater management concept approvals associated with the prior DSPs. The intent of the comment has also been overcome by changes in stormwater management

regulations in the 14 or more years since the condition was written. Lot 35 obtained a stormwater concept approval in 2011 based on stormwater regulations that expired. A new concept is currently under review by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).

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

Comment: This condition was addressed with prior DSP submissions.

- 14. The applicant, his successors, and/or assigns shall provide adequate, private recreational facilities for each Detailed Site Plan in accordance with the standards outlined in the *Parks and Recreation Facilities Guidelines*. The applicant, his heirs or successors shall consider the feasibility of organizing the recreational facilities into one or more central recreational areas.**
- 15. The private recreational facilities shall be reviewed by the Urban Design Review Section of the Development Review Division (DRD) for adequacy and property siting, prior to approval of the Detailed Site Plan by the Planning Board.**

Comment: Conditions related to private recreational facilities are not applicable. There are no residential units, homeowners associations, or recreational facilities proposed in DSP-11003 as part of the design plan prepared based on the specifications of the future federal tenant.

- 20. 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/Capital Gateway Drive, special pavers in crosswalks, special pedestrian lighting, and furnishings including seating elements. Six-foot wide sidewalks shall be provided along secondary streets and/or drives (the main streets within each development pod) and the green areas. Tertiary streets and/or drives shall have four foot wide sidewalks.**

Comment: The public sidewalk along the street frontage of Lot 35 will be seven feet wide, as has been approved with other DSPs within the CSP-01015 boundary. Per the November 20, 2015 Subdivision and Development Review Committee (SDRC) meeting, sidewalks for DSP-11003 will match those existing sidewalks located across Auth Road from the subject site.

- b. Street trees shall be located approximately 35 feet on-center if they do not exist in the right-of-way. A staggered row of the same species shall be planted at the same interval on the other side of the sidewalk, unless the buildings are located at or near the street line.**

Comment: Per the landscape plan set submitted with DSP-11003, this requirement has been met.

- c. The building materials, architecture and height of structures shall be high quality and compatible to each other. In order to create a harmonious theme to the overall development, the DSP shall employ one or more design**

elements such as similar or same types of exterior finish materials, massing, articulation, window fenestration or color. Parking garages, where a substantial portion of the garage is visible from a street, shall be visually compatible with surrounding buildings.

Comment: The subject site is on Pod C of the CSP that is away from both Pods A and B. Currently, both Pods A and B are developed predominantly with residential uses that have a different architectural style from the proposed office building. The proposed office and garage buildings are finished with concrete of various textures. The office building is finished with architectural grade masonry units that feature a very contemporary office building style with various window systems. The multifamily buildings on Pods A and B have lintels that are very similar in terms of color and materials to those proposed on the office building.

As far as the parking garage is concerned, the building is located in the rear of the site behind the proposed office building. It is completely screened by the office building from the views on Auth Way.

- d. In Phase I, the minimum height of office and residential structures shall be three stories. In Phase II, the minimum height of office and residential structures shall be five stories. Retail uses are encouraged to be located on the first floor of a mixed-use building.**

Comment: The proposed office building is 61.5 feet in height with four stories. The parking garage is five levels or 54 feet in height. Since the project is still within Phase I, in accordance with the trip calculation, the DSP meets this requirement.

- e. A visual connection from the residential development in Pod A to the green space component within Pod B shall be provided via the street connections by incorporating medians, or by connecting the greenspace to frontage along the road across from the residential development in Pod A.**

Comment: This condition is not applicable to the subject property, which is identified as Pod C in this CSP.

- f. The outdoor public space/green area shown as 60,000 square feet in Pod A and 60,000 square feet in Pod B shall not be reduced in size on the Detailed Site Plans. The configuration of the space may change, if the balance of the space to the development of structures around it is in scale.**

Comment: This condition is not applicable to the subject property, which is identified as Pod C in this CSP.

- g. The provision of a gasoline station use within Pods A and B is prohibited.**

Comment: This condition is not applicable to the subject property, which is identified as Pod C in this CSP.

- h. The need for a bus stop shall be determined and designed if found to be needed.**

Comment: For DSP-11003, pedestrian access to public transit is ideal, as the walking distance from the subject property to the entrance of the Metro station is approximately 1,385 feet, which is all along an existing sidewalk that meets the accessibility requirements of the Americans with Disabilities Act (ADA).

- i. **Surface parking shall not be located along the street edge of Auth Way/Capital Gateway Drive. Surface parking shall be heavily buffered through the use of landscaping or decorative brick walls, whichever is determined to be appropriate at the time of Detailed Site Plan, when visible from Auth Way/Capital Gateway Drive.**

Comment: There are no surface parking spaces proposed as part of the subject development plan, and the subject application complies with this standard. The proposed development plan provides 991 parking spaces, which will be screened from the public right-of-way, within the confines of a five-level parking structure.

22. **At the time of Detailed Site Plan review for any land within Pod A, the applicant shall provide section drawings to determine the visual impact of the proposed development from Suitland Parkway.**

Comment: This condition is not applicable to the subject property, which is identified as Pod C in this CSP.

23. **At the time of the first Detailed Site Plan submission, a comprehensive design approach is required for the proposed signage for the commercial/retail components. Freestanding signage shall not exceed ten feet in height.**

Comment: In accordance with the applicant, all signage will be designed to meet the requirements and needs of the future federal tenant. The applicant also will make every effort practicable to assure said signage complies with this design standard. There is one monumental sign shown in this DSP that is below ten feet.

25. **Prior to a Detailed Site Plan submission in the area shown in the CSP as the outdoor public space/green area within Pod B, indicating a pedestrian connection to the Metro Station, the applicant shall submit evidence indicating that the Office of Property Development and Management has accepted for review a plan showing a pedestrian connection to Metro.**

Comment: This condition is not applicable to the subject property, which is identified as Pod C in this CSP.

26. **Prior to acceptance of a Detailed Site, the applicant shall submit a parking and loading study in accordance with Sections 27-574 and 27-583. The study shall be consistent with traffic analyses done in support of the Conceptual Site Plan, particularly in regard to assumptions made for transit mode share for the various uses and internal trip satisfaction between the uses.**

Comment: As discussed previously and noted in the Finding 2 specifically, the applicant has to follow the specific requirements as outlined in the GSA's RLP regarding parking and loading. As a result, the DSP includes 991 parking spaces and 6 loading spaces to meet the GSA requirements.

27. **If a DSP is submitted for a portion of Pod B that deviates from the Illustrative Plan, a revised layout for the remaining portion of Pod B shall be included as part of the submittal. It shall demonstrate an alternative layout that includes the outdoor public space/green area in keeping with the concept demonstrated in the Illustrative Plan.**

Comment: This condition is not applicable to the subject property, which is identified as Pod C in this CSP.

10. **Preliminary Plan of Subdivision 4-90037 and Record Plat MMB 240-68:** Preliminary Plan of Subdivision 4-90037 was filed by the Capital Gateway Limited Partnership for 32 lots, 3 parcels, and 2 outlots that covers the subject site. The Planning Board approved Preliminary Plan 4-90037 on June 7, 1990, subject to 13 conditions. The preliminary plan was recorded in Record Plat MMB 240-68 with five plat notes. The conditions of the preliminary plan approval that are pertinent to the review of this DSP warrant discussion, as follows:

2. **All commercial structures shall be fully sprinklered in accordance with National Fire Protection Association (NFPA) Standard 13 and all applicable County laws.**

Comment: This requirement will be carried forward with this approval and require the applicant to reflect this condition on the site plan.

3. **Prior to the issuance of building permits for each individual lot within the subject property, a Detailed Site Plan shall be approved by the Planning Board in accordance with all the conditions of Zoning Map Amendment A-9409.**

Comment: This DSP was filed to fulfill this requirement. However, since the property has been rezoned from the prior I-1 Zone to the M-X-T Zone, the zoning map amendment has been superseded by the Southern Green Line Station Sector Plan and SMA.

8. **Development shall be limited to 828,000 square feet of office space or 1,775,000 square feet of flex-office or any combination of permissible I-1 uses which would produce the same or fewer directional peak hour trips (see below).**

Peak Direction

Peak Hour Type of Use	Vehicle Trips Magnitude	<u>AM</u>	<u>PM</u>
Office	828,000	1,490	1,242
Flex-office	1,775,000	1,367	1,243

Comment: In a memorandum dated December 2, 2015, the Transportation Planning Section concluded that this DSP is still within the above development caps.

Of the five plat notes of Record Plat MMB 240-68, two are relevant to the review of this DSP as follows:

2. **Prior to the issuance of building permits for each individual lot within the subject property, a Detailed Site Plan shall be approved by the Planning Board.**

Comment: This DSP was filed to fulfill this condition.

3. **All commercial structures shall be fully sprinklered in accordance with National Fire Protection Association (NFPA) Standard 13 and all applicable County laws.**

Comment: See the discussion above on this condition.

11. **2010 Prince George's County Landscape Manual:** The proposed office building with an associated parking structure is subject to the requirements of The 2010 *Prince George's County Landscape Manual* (Landscape Manual). Specifically, the proposed development in the DSP is subject to the requirements of Section 4.2, Requirements for landscape strip along streets; Section 4.7, Buffering Incompatible Uses; and Section 4.9, Sustainable Landscaping Requirements, of the Landscape Manual.

- a. **Section 4.2, Requirements for Landscape Strip Along streets**—The DSP has a total of 689 linear feet of street frontage on Auth Way. A total of 129 shade trees and 86 ornamental/ evergreen trees are required. The landscape plan provides 129 shade trees and 86 ornamental/evergreen trees that meet the requirements.
- b. **Section 4.7, Buffering Incompatible Uses**—The subject site is surrounded by I-1-zoned properties on three sides. Most of the adjacent sites are used as service yards for the WMATA train, which is a high-impact use. Since the proposed office use is a medium-impact use, a Type B bufferyard is required between the subject site and the adjacent uses on three sides. A Type B bufferyard requires a minimum 30-foot building setback and a 20-foot-wide landscaped yard to be planted with 80 plant units for each 100 linear feet of the property line. However, the landscape plan uses the former Landscape Manual's Section 4.7 schedules. A condition of approval has been included in this report to require a revision to the landscape plan schedule sheet to use the most updated schedules prior to certification of this DSP.
- c. **Section 4.9, Sustainable Landscaping Requirements**—Requires that a certain percentage of plants within each plant type (including shade trees, ornamental trees, evergreen trees, and shrubs) should be native species (or the cultivars of native species). The minimum percentage of plants of each plant type required to be native species and/or native species cultivars is specified below:

Shade trees	50%
Ornamental trees	50%
Evergreen trees	30%
Shrubs	30%

The landscape plan does not provide any Section 4.9 schedule that needs to be updated. A condition of approval has been included in this report to require the applicant to provide the required schedule and native species prior to certification of this DSP.

12. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** This site is subject to the 1989 Woodland Conservation and Tree Preservation Ordinance because it has a previously approved tree conservation plan (TCP) that was approved under the woodland conservation requirements at that time.

- a. 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. 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. No additional information regarding the NRI is needed.
- b. 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.

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.

The Environmental Planning Section recommends approval of TCPII-024-15.

13. **Prince George's County Tree Canopy Coverage Ordinance:** A ten percent tree canopy coverage (TCC) requirement applies to this M-X-T-zoned site, in accordance with the Prince George's County Tree Canopy Coverage Ordinance. This amounts to approximately 1.07 acres, or approximately 46,664 square feet. The subject application provides a schedule showing that 61,600 square feet has been provided through the proposed on-site tree plantings. The TCC requirement has been met. However, the applicant uses an old schedule that needs to be updated. A condition has been included in this DSP to require the applicant to provide the most updated TCC schedule prior to certification of this DSP.
14. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Community Planning Division**—The Community Planning Division, in a memorandum dated November 20, 2015, indicated 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*.

Staff also identified that, 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.

The Community Planning Division concluded that this application meets all criteria for exemption, as stated above, subject to one condition that the applicant will provide a letter of intent with a lease term of 15 years plus an option of a five-year extension. There are no planning issues because the application is exempted from the D-D-O Zone standards.

Comment: A condition requiring the applicant to submit a letter of intent to satisfy the lease term requirement prior to issuance of building permit has been included in the Recommendation section of this report.

- b. **Subdivision Review Section**—In a memorandum dated November 23, 2015, the Subdivision Section stated 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 Subdivision Section also provided an overview of the conditions and findings of the approval of 4-90037 that governs the subject site. The Subdivision Section concluded that the DSP is in substantial conformance with the approved preliminary plan for this site and recommended one condition that has been included in the Recommendation section of this report.

- c. **Environmental Planning Section**—In a memorandum dated December 2, 2015, the Environmental Planning Section provided the following comments:

The Environmental Planning Section 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 Environmental Planning Section recommends two conditions that have been included in the staff report.

- d. **Transportation Planning Section**—In a memorandum dated December 2, 2015, the Transportation Planning Section provided findings as follows:

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.

Staff 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 compete 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). Staff recommends that the applicant work closely and diligently 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. Staff has no further comments and 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.

In consideration of the law, the review staff is in a poor position regarding these impacts. Legally, a DSP application is not required to 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 it never really touched the subject property, even in concept, in any sector or master plan. The Transportation Planning Section

desires that discussions begin regarding avoidance of conflicts between this site plan and any future transit facility, and we 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 1TRIP 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 1Trips 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 Transportation Planning Section 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 report:

- (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**—In a memorandum dated December 2, 2015, the trails coordinator indicated that the Transportation Planning Section had 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.
- Comment:** 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. The trails coordinator recommends three conditions that have been included in this staff report.
- f. **Historic Preservation Section**—In a memorandum dated December 2, 2015, the Historic Preservation Section stated 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.

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

- h. **Prince George's County Health Department**—At the time of the writing of this technical staff report, 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 writing of this technical staff report, 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 writing of this technical staff report, the Police Department had not offered official comments on the subject application.
 - k. **Washington Metropolitan Transit Authority (WMATA)**—At the time of the writing of this technical staff report, WMATA had not offered official comments on the subject application.
 - l. **Maryland State Highway Administration (SHA)**—At the time of the writing of this technical staff report, SHA had not offered official comments on the subject application.
 - m. **Washington Suburban Sanitary Commission (WSSC)**—At the time of the writing of this technical staff report, WSSC had not offered official comments on the subject application.
15. Required Findings for approval of a site plan in the D-D-O Zone, as stated in the Section 27-548.25 of the Zoning Ordinance:
- (a) **Prior to issuance of any grading permit for undeveloped property or any building permit in a Development District, a Detailed Site Plan for individual development shall be approved by the Planning Board in accordance with Part 3, Division 9. Site plan submittal requirements for the Development District shall be stated in the Development District Standards. The applicability section of the Development District Standards may exempt from site plan review or limit the review of specific types of development or areas of the Development District.**

- (b) **In approving the Detailed Site Plan, the Planning Board shall find that the site plan meets applicable Development District Standards.**

Comment: Since this DSP is exempt from the Branch Avenue Metro Station Area D-D-O Zone standards, the required findings for approval of this DSP are now included only in Section 27-285(b) below.

16. Required Findings for approval of a DSP, as stated in Section 27-285(b) of the Zoning Ordinance, as follows:

- (1) **The Planning Board may approve a Detailed Site Plan if it finds that the plan represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make these findings, the Planning Board may disapprove the Plan.**

Comment: As discussed above, the subject DSP represents a reasonable alternative for satisfying the site design guidelines, without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

- (2) **The Planning Board shall also find that the Detailed Site Plan is in general conformance with the approved Conceptual Site Plan (if one was required).**

Comment: The subject DSP is in conformance with the approved CSP-01015, as discussed in Finding 9 above.

- (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

Comment: In their memorandum dated December 1, 2015, the Environmental Planning Section noted that there are no regulated environmental features on the subject property. This requirement is not applicable to this application.

RECOMMENDATION

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

- A. APPROVAL of Departure from Design Standards DDS-608 for One Town Center to allow the applicant to reduce the parking space dimensions to 8.5 feet by 18 feet, with a minimum 24 feet of drive aisles.
- B. APPROVAL of Detailed Site Plan DSP-11003 and Type II Tree Conservation Plan TCPH-024-15 for One Town Center, subject to the following conditions:

1. Prior to certification of this detailed site plan (DSP), the following revisions shall be made, or information be submitted:
 - a. Provide a letter of intent with a lease term of 15 years plus an option of a five-year extension.
 - b. Relocate the guard house and monumental sign outside of the ten-foot-wide public utility easement.
 - c. Provide an updated stormwater management concept approval.
 - d. Provide site plan notes as follows:
 - (1) During the demolition/construction phases of this project, no dust shall be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
 - (2) During the demolition/construction phases of this project, noise shall not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
 - (3) All commercial structures shall be fully sprinklered in accordance with National Fire Protection Association (NFPA) Standard 13 and all applicable County laws.
 - e. Provide a new tree canopy coverage schedule on the landscape plan.
 - f. Provide a Section 4.9 schedule and the required native species on the landscape plan.
 - g. Provide updated Section 4.7 schedules.
 - h. The sidewalk within the public right-of-way along the subject site's entire frontage of Auth Way (Capital Gateway Drive) shall be seven feet wide, include brick paver edge details, have a five-foot-wide planting strip, and be a treated the same way as the sidewalk provided at the Camp Springs Town Center, subject to the review and approval of the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE).
 - i. Provide a minimum of 30 bicycle parking spaces within the parking garage. The location of the rack(s) shall be indicated on the DSP and a detail shall be provided for the rack(s), subject to the approval of the Urban Design Section and Transportation Planning Section of The Maryland-National Capital Park and Planning Commission (M-NCPPC), as the designee of the Planning Board.
 - j. Provide a standard sidewalk from the sidewalk along Auth Way to the building entrance.

- k. The Type II tree conservation plan (TCPII) shall be revised as follows:
 - (1) Add TCP number TCPII-024-15 to the approval block.
 - (2) Sign and date the property owner notification block.
 - (3) Sign and date the qualified professional block.
 - (4) Revise General Note 12 to add a valid approved stormwater water management concept number.
- 2. Prior to issuance of any building permit for the subject site, the applicant shall:
 - a. Revise the detailed site plan to incorporate all geometric and signage improvements deemed appropriate by the Prince George's County Department of Public Works and Transportation (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, 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. 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.
 - b. Submit a warranty study to the Prince George's County Department of Public Works and Transportation (DPW&T) for review. If a signal is warranted, 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 Washington Metropolitan Transit Authority (WMATA) standards.
 - c. 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.