

R E S O L U T I O N

WHEREAS, the Prince George’s County Planning Board has reviewed DPLS-343, Largo Town Center (One Largo Metro) requesting a departure of 815 parking spaces from in accordance with Subtitle 27 of the Prince George’s County Code; and

WHEREAS, after consideration of the evidence presented at the public hearing on May 28, 2009, the Prince George's County Planning Board finds:

1. **Request:** The Departure from Design Standards, DDS-594, requests a departure of six inches from the required nine-foot six-inch width of standard parking spaces. The Departure from Parking and Loading Standards, DPLS-343, requests a departure of 815 parking spaces from the 2,213 parking spaces required and a departure of six loading spaces from the eleven loading spaces required.

Development Data Summary

	Existing	Approved
Zone	M-A-C	M-A-C
Uses	Vacant	Office Complex and ancillary uses
Acreage (Parcel 1-A) ¹	8.1	8.1
Parcels	1	1
Total Gross Floor Area	-	989,560 sq. ft.
Of which:		
Office Space	-	828,592 sq. ft.
Ancillary Retail	-	9,763 sq. ft.
Day Care Center	-	13,300 sq. ft.
Building Services Space	-	137,905 sq. ft.
Parking Garage (five levels)		79,540 sq. ft. per floor (397,700 sq. ft. total)

Other Development Data

	Required	Approved
Total Garage Parking Spaces:		
By Zoning Ordinance	2,213	-
Proposed with MORLAR Sector Plan and Trip Reductions	-	1,398 ³
Standard Parking Spaces (9' x 19') ²	-	1,374
Compact Parking Spaces (8' x 16')	-	-
Handicapped (Van Accessible) Spaces	24 (6 van)	24 (6 van)
Total Loading Spaces	11	5
Of which:		
Spaces (12' x 33')	11	3
Spaces (12' x 55')	0	2
<p>1 The 11.8-acre remaining portion of Parcel D (Parcel 1-B) is not included in the departure applications or this SDP application and is shown for future development.</p> <p>2 A Departure from Design Standards for the proposed parking space width dimensions for standard spaces has been filed concurrently under companion application DDS-594.</p> <p>3 The parking reduction from 2,213 required spaces to 1,398 provided spaces reflects what the required number of spaces would be using the MORLAR Sector Plan allowances for reducing minimum requirements, use of shared parking, and use of Transportation Demand Management (TDM) elements, and adjacency to the existing Metro station. The parking and loading space reductions are addressed in the companion applications DDS-594 and DPLS-343.</p>		

2. **Location:** The subject site is located within the center of the Largo Town Center, adjacent to the Largo Metro Station on the west and forms the northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive, in Planning Area 73, Council District 6, in the Developing Tier, in Subarea 4 of the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas*.
3. **Surrounding Uses:** The site is bounded to the north by Grand Boulevard, the entrance roadway to the Largo Metro Station parking garage; to the east by Lottsford Road; to the south by Harry S Truman Drive; and to the west by the Largo Metro Station “kiss-and-ride” parking facility, which is located partially within the boundary of Parcel 1-A within a surface and view easement recorded at Liber 18231 Folio 486.

Across Grand Boulevard is an undeveloped parcel (Parcel 1-B). Further north, across a metro access drive and right-of-way is an undeveloped parcel (Parcel I) fronting on Arena Drive that is in the M-A-C Zone. Across Lottsford Road, generally north of the Grand Boulevard intersection, are townhouses (Towns at Lake Largo). The Vistas senior housing apartments continue south to Harry S Truman Drive. Both projects are in the M-A-C Zone. Directly across Harry S Truman Drive, in the southwest quadrant of its intersection with Lottsford Road, is a one-story suburban type

warehouse in the Mixed Use-Infill (M-U-I) Zone that has ample setbacks from each road. The southeast quadrant is developed in a more urban character with the four-story Metropolitan at Lake Largo apartments in the M-U-I Zone, where structures are built to the sidewalk.

The overall Largo Town Center development is bounded to the north by Arena Drive; to the east by Landover Road (MD 202); to the south by Central Avenue (MD 214); and to the west by the Capital Beltway (I-95/495) and the Boulevard at the Capital Centre development.

4. **Previous Approvals:**

Original Basic Plan

The original basic plan for the Largo Town Center (LTC) contained two separate Zoning Map Amendments, A-9280 and A-9281. It was approved by the District Council when it adopted the 1978 Sectional Map Amendment for the Largo-Lottsford Area, Planning Area 73, placing 175.1± acres in the M-A-C Zone (CR-75-1978). Dwelling units were capped at 1,950 on 78 acres, and up to 2.3 million square feet of commercial space and 300,000 square feet of retail space were approved.

Basic Plan Amendments

Subsequently, several basic plan amendments have been approved that have slightly changed maximum development levels and locations of land uses from the original basic plan. The following table contains a chronology of the basic plan amendments for Largo Town Center:

LTC Basic Plan Actions	Date Approved	Purpose
A-9280 A-9281	6/7/78	6/7/78 Basic plan approved upon adoption of the 1978 Sectional Map Amendment (SMA) for Largo-Lottsford, placing 175.1± acres in the M-A-C (Major-Activity-Center) Zone (CR-75-1978). Dwelling units are capped at 1,950 on 78 acres; up to 2.3 million square feet of commercial space and 300,000 square feet of retail space are approved.
A-9280 A-9281	5/23/88	First LTC Basic Plan amendment slightly changed density and intensity to reflect several right-of-way takings through the intervening years (Zoning Ordinance ZO-31-1988). Base dwelling units were revised from 780 to 774 on 74 acres, with the potential to add another increment of 1,170 dwellings through providing public benefit features. A total of 1,935 dwellings were approved, with a base density of 774 dwellings and public benefit increment factors adding approximately 1,170 dwellings. Commercial and retail space remained unchanged at a combined total of 2.3 million square feet. Included 12 conditions and 14 CDP considerations.

A-9280 A-9281	9/25/89	This Basic Plan amendment allowed gas stations as a permitted use (ZO-57-1989). Included the previous 13 conditions and 14 CDP considerations; retained same development potentials.
A-9280 A-9281	6/14/93	Basic Plan amendment to allow senior housing on Parcel C (ZO-12-1993). Included 15 conditions and the 14 CDP considerations previously approved. Three conditions were added regarding Council review of uses on Parcel A and senior housing on Parcel C. Base dwellings were slightly adjusted (apparently due to rounding) to 780 units, with a public benefit increment factor adding 1,170 units for a maximum 1,950 dwellings.
A-9280 A-9281	10/5/93 (Dormant)	Basic Plan amendment was requested to increase retail by another 250,000 square feet while decreasing by like amount the office and commercial space. The application was held and never withdrawn.
A-9903-C	4/26/94	Basic Plan amendment rezoned 4± acres of Parcel D from the C-O Zone to the M-A-C Zone and added it to the LTC Basic Plan. Previous conditions and considerations were carried forward.
A-9280 A-9281	Withdrawn	A LTC Basic Plan amendment was requested for Parcel (Block) D to add 380 high-rise apartments and townhouses. Technical staff recommended disapproval and the application was withdrawn.
A-9280/06-C A-9281/06-C	7/11/05	A Basic Plan amendment for Parcel B was approved. The amendment changed the use on Parcel B from commercial and office (868,000 square feet) to residential; approved a maximum of 600 high-density residential dwellings; approved a minimum of 15,000 square feet of commercial space as part of the mixed-use component; and established building height and other development regulations for Parcel B. The LTC base density was again set at 774 dwellings, with a public benefit increment factor adding another 1,170 dwellings for a total of 1,935 dwelling units in LTC.
A-9903/02 A-9280/07 A-9281/07	<i>Pending</i>	<i>Parcel D was the subject of this proposed LTC Basic Plan amendment, requesting a change of use to promote transit-oriented mixed-use development by allowing the addition of 350 multifamily dwellings to the currently approved commercial office space. The proposal consists of 1.049 million square feet of office, 54,000 square feet of retail and 350 residential condominiums. The Planning Board and ZHE</i>

		<i>recommended denial of the application. The District Council's decision is currently the subject of a judicial review before the Circuit Court, which has not yet ruled on the matter.</i>
A-9280/08 A-9281/08	9/22/08	Basic Plan amendment was approved for Parcel I and consists of 300 mid-rise condominiums, 160,000 square feet of office space within a five-story office building, and a full service bank.
A-9280/09 A-9281/09	7/21/08	A Basic Plan amendment was approved for Parcel B. The approved density of 600 dwellings was retained, but allowed a modest range of dwelling unit types, building heights, and between 32,000 to 36,000 square feet of mixed-use retail/office in the first floor of the multifamily buildings on the west end.

On November 17, 1988, the Planning Board approved Preliminary Plan of Subdivision 4-88195 for the 174.43 acre Largo Town Center, including the subject property. A final subdivision plat was approved on May 29, 1997 (5-97114). Upon dedication of Grand Boulevard to Prince George's County, the property was resubdivided into Parcels 1-A and 1-B, Block D, and a Final Plat (5-04002) was approved on January 12, 2004 and recorded in Plat Book REP 199 @ 75. A preliminary plan of subdivision was not required.

The following table summarizes Planning Board and District Council actions taken on comprehensive design plans for the Largo Town Center.

CDP Actions	Date Approved	Purpose
CDP-8804	10/31/88	District Council affirms Planning Board approval (PGCPB Resolution No. 88-479) for various uses and densities for all LTC parcels, including a maximum 665,000 square feet of office space for Parcel D, along with various design standards. The CDP also approved the overall LTC residential density cap of 1,440 dwellings (per PGCPB Resolution No. 88-479 and supplemental 10/6/88 staff report). This CDP approved 1.745 million square feet of commercial floor area for the LTC, which is beneath the commercial development cap of the Basic Plan. The Basic Plan still allows up to 2.3 million square feet. Various design standards are established throughout the LTC.
<i>CDP-8905</i>	<i>9/25/89</i>	<i>District Council affirms Planning Board approval (PGCPB Resolution No. 89-396); decreases green space and requires an urban park on Parcel D;</i> establishes design considerations for a proposed hotel on Parcel B and requires a cross-parking easement be established between Parcels B and C and the M-NCPPC prior to Specific Design Plan (SDP) approvals per Condition 15 of CDP-8804
CDP-9002	4/16/90	Amended CDP-8804 and CDP-8905 conditions regarding fee-in-lieu, recreational bonding, and building heights (affirmed PGCPB Resolution No. 90-94); required owner-occupied use on Parcels G-1 and G-2; establishes a maximum height of buildings on Parcel B-4 at 107 feet; retains other design guidelines stated in CDP-8804 and CDP-8905
CDP-9002/01	7/30/91	District Council affirms Planning Board approval (PGCPB Resolution No. 91-238) revising conditions regarding fee-in-lieu, recreational bonding and design guidelines; required all area civic groups to be given the opportunity to review SDPs; requires payment of recreational facilities bonds prior to issuance of any permits for Parcels B, C, E, F, G, or H, including amending the recorded Recreational Facilities Agreement.

CDP-9002/02	7/27/93	District Council affirms Planning Board approval (PGCPB Resolution No. 93-149) to allow 110 senior housing units on Parcel C in accordance with the third LTC Basic Plan amendment and modifies fee-in-lieu conditions
CDP-9002/03	3/3/94	Planning Board denied request to amend Condition 2 of CDP-9002/01.
CDP-9002-04	3/31/94	<i>District Council affirms PGCPB Resolution No. 94-119, approving a base intensity and maximum of 1.37 million square feet of commercial office and employment use on Parcel D and establishing green area; setbacks; heights; a one-acre urban park; and structured parking.</i> Overall LTC development was capped by maximum AM and PM peak-hour vehicle trips to allow no more than 2.3 million total square feet of commercial space and 1,440 dwellings (per CDP-8804).
CDP-9002/05	5/17/94	District Council affirms PGCPB Resolution No. 94-121 to allow 264 multifamily condominiums on Parcel E (222 dwellings) and Parcel H (42 dwellings); retained original density cap of 1,440 dwellings in CDP-8804
CDP-9002-06	4/30/98	PGCPB Resolution No. 98-120 converts Parcel E from condo to rental; the approved SDP, however, later reduced total units on Parcels E/H from 264 to 243. With 970 units committed to development within the LTC, only 470 units remain to be developed elsewhere under the LTC cap of 1,440 dwellings (per CDP-8804)
CDP-9002-07	Withdrawn	
CDP-9002-08	Pending	Parcel B seeks to amend CDP-9002/06 to establish the mixed-use development envisioned by the amended Basic Plan for Parcel B (A-9280/81/06-C). This CDP application proposes 600 dwelling units and between 32,000 to 36,000 square feet of mixed-use commercial retail/office space within mid-rise multifamily buildings on Parcel B. Additional public benefit features are proposed to justify exceeding the existing CDP dwelling unit cap in order to achieve the 600 dwellings already approved by the existing amended Basic Plan.

CDP-9002-09	Pending	This CDP application proposes 300 mid-rise condominiums, 160,000 square feet of office space within a five story office building, and a full service bank on Parcel I.
CDP-9002/10	Pending	Proposes to eliminate several conditions of approval from CDP-9002/04 for Parcel D, to facilitate the development of an office complex of 989,560 square feet for a federal tenant on the southern portion of Parcel D (Parcel 1-A). This is a companion CDP to SDP-0804.

Several specific design plans (SDPs) have been approved within the overall Largo Town Center. SDP-8948 was approved on December 7, 1995 for all of Parcel D, including the subject property; however, that SDP was valid for six years and expired on December 7, 1995.

5. **Design Features:** The office square footage is proposed to be contained within two main towers ten and thirteen stories high, connected by a one-story entrance pavilion. The U-shaped building fronts on Lottsford Road and is flanked by a five-story parking structure which is proposed to be accessed from Harry S Truman Drive. Nine thousand seven hundred and forty-three square feet of retail space is proposed to be provided along the northeast side of the parking structure, partially screening the first level of the parking garage from the proposed urban plaza, which connects to the Metro station. The plaza features planters with seat walls, trash receptacles, and a decorative paving pattern. Loading facilities and mechanical equipment are located between the parking garage and the south office tower. Existing sidewalks are located adjacent to Grand Boulevard, Lottsford Road, and Harry S Truman Drive. An outdoor play area associated with the proposed day care center is proposed to be located along Harry S Truman Drive, on the north side of the north office tower. A horseshoe-shaped drive is proposed at the front of the building to accommodate shuttle bus activity. A canopy is provided on the north side of the south office tower for waiting shuttle bus patrons.

The applicant has proposed the development for the purpose of attracting the federal Department of Health and Human Services (DHHS) as a tenant. The design of the site is specifically tailored to the requirements of the General Services Administration (GSA).

A portion of the existing Metro station kiss-and-ride facility is located on the subject site, west of the proposed parking structure, within a previously-recorded surface easement. Due to the security requirements of the proposed tenant, a network of stacked and staggered walls has been provided around the perimeter of the site. Retractable bollards, wedge barriers, and guard booths are strategically located to maximize security. Six separate, relatively small, bioretention facilities are proposed and are scattered around the perimeter of the site.

The proposed buildings were designed by Shalom Baranes Associates, a Washington, D.C.-based architectural firm known for its expertise in governmental, commercial, residential, and institutional design. The architectural elevations feature a combination of contrasting-colored

precast concrete, metal panels, and vision and spandrel glass glazing systems. The proposed building and garage elevations incorporate similar combinations of precast concrete, metal panels, and glazing systems. The thirteen-, ten-, and five-story structures descend in height as one travels south on Lottsford Road and then west on Harry S Truman Drive, establishing a stepped transition to the adjacent kiss-and-ride lot. Both of the office towers feature two main building masses finished with contrasting colored precast concrete. Vertical and horizontal elements are mimicked on each façade, creating a rhythmic modulation.

6. **Departure from the number of parking and loading spaces required (DPLS):** The applicant has requested a departure of 815 parking spaces from the 2,213 parking spaces required and a six space departure from the 11 loading spaces required by the Zoning Ordinance.

Section 27-588(b)(7) of the Zoning Ordinance indicates:

- (A) **In order for the Planning Board to grant the departure, it shall make the following findings:**

- (i) **The purposes of this Part (Section 27-550) will be served by the applicant's request;**

Section 27-550. Purposes.

- (a) **The purposes of this Part are:**

- (1) **To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) **To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) **To protect the residential character of residential areas; and**
- (4) **To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

The applicant provided the following justification in response to this requirement:

The requested departures from the number of required parking and loading spaces will meet the purposes of this section. As discussed above, sufficient parking is provided based on the reduced parking requirements established by the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* (MORLAR), the availability of very convenient public transportation services (adjacent Metrorail station), and the fact that the office space will be a single-tenant federal user with different parking demands than typically associated with multi-tenant office developments. Also, a federally mandated transportation demand management (TDM) program will be incorporated to ensure parking goals are met. Tables were provided which demonstrate that the parking demand throughout the day can be accommodated through shared-use parking. Additionally, the number and size of loading spaces are sufficient to meet the specific loading/delivery needs of this single-tenant federal office user and supporting uses. Unlike a standard office building with multiple users, this tenant will have complete control of the delivery schedule. The adjacent retail is small enough in size that the majority of its deliveries will likely be from FedEx, UPS, or similar vendors that will also serve the Federal tenant.

The applicant believes that the unique location of the subject property adjacent to the Metro station and at the center core of the LTC, combined with MORLAR Sector Plan policies to encourage transportation-oriented design (TOD) development utilizing reduced parking in such areas, when considered in the context of this “purpose” section, will support the requested departures. Furthermore, the number of access points are reduced with one located along Lottsford Road and the other accessing the parking garage and loading areas. These limited access points minimize traffic impacts on residential areas located on the east side of Lottsford Road. Overall, the applicant has been able to satisfy GSA specified parking requirements through utilization of TOD parking incentives available through the MORLAR Sector Plan.

The Planning Board finds that the request for a departure from the number of parking and loading spaces required is justified.

With regard to parking, the applicant is proposing a five-story parking garage that will contain a total of 1,398 parking spaces. The peak parking demand analysis provided by the applicant’s traffic consultant, using the approved procedures outlined by the Urban Land Institute, indicates that the maximum peak parking demand for the proposed uses are equal to 1,398, which is equal to the number of parking spaces proposed by the applicant. Using the minimum parking requirements as outlined by Section 27-568 of the Zoning Ordinance for the proposed uses, the applicant is required to submit a minimum of 2,213 parking

spaces. Considering the site's close proximity to the Metro station and the applicant's willingness to fund and implement effective trip reduction measures and inclusion of a TDM program for the site as required, the Planning Board concurs with the applicant's proposal for a total of 36.3 percent reduction from the minimum parking requirements, a departure of 815 parking spaces from the minimum.

The number of access points has not been minimized to the extent possible. The applicant is proposing a total of five curb cuts along Harry S Truman Drive. The post-security discharge lane and loading/mechanical area egress should be combined to result in a net decrease of one curb cut along Harry S Truman Drive. This is required by a condition below.

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

The applicant provided the following justification in response to this requirement:

The departure from the number of parking and loading spaces is the minimum necessary that will allow the applicant to develop a federal office complex consistent with GSA parking and loading requirements for a single-tenant federal office use with ancillary support uses. In fact, all required parking is provided in accordance with the MORLAR Sector Plan Development District Overlay Zone (DDOZ) parking regulations that have been developed to encourage the type of TOD mixed-use development proposed. The parking departure is only needed because the subject property is not within the LTC designated DDOZ subareas. Therefore, the proposal must conform to the parking and loading regulations in the Zoning Ordinance which reflect suburban type development and not the urbanized scale of development encouraged in the *Prince George's County Approved General Plan* designated Metropolitan Centers. It is ironic that Zoning Ordinance standards must apply when in fact the more relevant and current standards in the MORLAR Sector Plan that are consistent with TOD planning principles do not. The DDOZ regulations do not apply simply because there was no pending basic plan amendment existing at the time of the 2004 SMA that would have allowed the property to be rezoned by the County through the sectional map amendment (SMA).

The GSA and the applicant believe the number of loading spaces and their size can accommodate all loading requirements in this mixed-use development. Two of the spaces are 22 feet longer than the three spaces that conform to the standard 33-foot length. The two longer spaces are often used to accommodate smaller federal delivery vehicles when the standard size spaces are being utilized. Also, unlike office buildings with many tenants requiring numerous deliveries that cannot be scheduled by building management, this single-use federal office has

the ability to coordinate and schedule loading activities throughout the day. Given the project design considerations at this core location and the provision of adequate spaces to accommodate projected use needs, the applicant believes that the loading space departure from 11 to five spaces is the minimum necessary.

The Planning Board finds that the departure from the number of parking and loading spaces required is justified. The MORLAR Sector Plan DDOZ parking requirements are applicable to the parcels immediately to the south of the proposed development across Harry S Truman Drive. The adjacency to the Metro station and the specific nature of the proposed tenant further justify the proposed reduction in the number of parking spaces required. The reduction in the number of parking spaces is in keeping with one of the key goals of the MORLAR Sector Plan, to reduce the use of the automobile and promote the use of public transportation.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

The applicant provided the following justification in response to this requirement:

The departure is necessary in order to alleviate circumstances which are special to the subject use (Department of Health and Human Services) and the property location is in a designated metropolitan center where TOD development is strongly encouraged. In fact, the departures are required in order to avoid creating a project that may have far more parking spaces than necessary by virtue of following the Zoning Ordinance. Such a project would be out of character in such an urbanized location. A larger parking garage and extensive loading bays will create a project character more typically found in suburban office parks where parking and loading areas dominate the setting. It must also be recognized that federal government policies support efforts to minimize vehicle trips such as limiting parking and requiring TDM practices be implemented.

The Planning Board finds that the unique nature of the tenant and proximity to the Metro station are special circumstances which warrant the requested reduction in the number of parking and loading spaces required.

- (iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

The applicant provided the following justification in response to this requirement:

The applicant has calculated the number of parking spaces required using Section 27-568 of the Zoning Ordinance for each respective use proposed. Also, because of the property's strategic location at the LTC hub and adjacent to Metro, the applicant has used the parking regulations applicable to other properties in the LTC through the MORLAR Sector Plan DDOZ. These parking regulations reflect current County goals for compact vertical and horizontal mixed-use development at Metro station core areas as discussed earlier and are compatible with the specific development being proposed at this location. In choosing to apply the DDOZ parking regulations, the applicant has designed a parking solution that provides enough parking in accordance with the DDOZ regulations and the GSA parking design and use parameters. The July 16, 2008 GSA Solicitation for Offers (SFO No. 08-011) specifies the parking ratio as 1.5 spaces per 1,000 square feet leased provided the site is within 2,500 walkable linear feet from a Metro station, as is the subject property which has 828,592 square feet of leasable office space. Overall, the requirements of the Zoning Ordinance are impractical as applied to the nature of the proposed development and the property's location adjacent to the Metro station.

The Planning Board finds that the application of standard Zoning Ordinance parking requirements is impractical at this location. The proposal meets the parking requirements set forth in the MORLAR Sector Plan DDOZ, which is applicable to parcels in the immediate vicinity of the subject site, further from the Metro station. In addition, applying the GSA-specified parking ratio of 1.5 spaces per 1,000 square feet of leased space as described above would result in a requirement of 1,243 spaces for the office component of the development. This in addition to the Zoning Ordinance requirement for the remainder of the square footage and the proposed day care center would result in a total requirement of 1,382 spaces, which the applicant is proposing to exceed.

(v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

The applicant provided the following justification in response to this requirement:

Adjacent residential areas will not be infringed upon as the residential development located on the east side of Lottsford Road has sufficient off-street parking and the applicant is providing the number of spaces required by the MORLAR DDOZ parking regulations and GSA requirements.

Adequate on-site parking has been provided for the adjacent residential communities. Such parking is restricted to residents.

(B) In making its findings, the Planning Board shall give consideration to the following:

- (i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;**

The applicant provided the following justification in response to this requirement:

Parking and loading practices in the surrounding area within 500 linear feet utilize off-street parking and loading. The adjacent Metro station uses garage parking and surface parking for kiss-and-ride. In fact, a portion of the Metro kiss-and-ride parking lot is on the subject property. Currently this parking lot is underutilized.

The Planning Board finds that a site visit performed by staff between 1:45 and 3:00 p.m. on a Tuesday corroborates the applicant's contention that the adjacent kiss-and-ride facility is underutilized. At that time, an estimated two-thirds of the total available parking spaces were vacant.

- (ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

The applicant provided the following justification in response to this requirement:

As discussed above, the MORLAR Sector Plan recommends specific parking regulations for properties in the LTC core DDOZ area. These standards apply to all but Subarea 4 which includes all of Parcel D and the subject property. Had there been a pending basic plan for the subject property at the time of the 2004 SMA, the subject property would have been included in the SMA that adopted the overlay zone parking regulations. However, this was not the case and Parcel D could not be placed in the DDOZ through County action on the SMA. Nevertheless, the more restrictive DDOZ parking regulations certainly endorse and encourage the type, character, and vertical intensity of mixed-use TOD development proposed. That is why the applicant has chosen to utilize the more appropriate parking regulations from the sector plan.

The Planning Board finds that the reduction in the number of parking spaces is in keeping with one of the key goals of the MORLAR Sector Plan, to reduce the use of the automobile and promote the use of public transportation.

- (iii) The recommendations of a municipality (within which the property lies) regarding the departure; and**

The property is not within the corporate limits of a municipality.

- (iv) **Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

There are no programmed parking facilities in the Prince George's County Capital Improvement Plan (CIP) that will serve the subject property.

- (C) **In making its findings, the Planning Board may give consideration to the following:**

- (i) **Public transportation available in the area;**
- (ii) **Any alternative design solutions to off-street facilities which might yield additional spaces;**
- (iii) **The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**
- (iv) **In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.**

The applicant has provided the following justification in response to these requirements:

Access to public transit could not be more ideal as the property is adjacent to a Metro station. Tables were submitted which demonstrate the sufficiency of the parking provided and the specific demand utilization expected using Urban Land Institute shared parking demand hourly distribution data.

The Planning Board finds that the adjacency to the Metro station and the specific nature of the proposed use justify the proposed reduction in the number of parking and loading spaces.

7. **Transportation:** The subject property consists of the southern portion of approximately 19.1 acres of land, known as Parcel D, in the Largo Town Center (LTC), which is adjacent to the Largo Metro Station. Specifically, the subject property consists of Parcel 1-A, approximately 11.8 acres of land located on the northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive, south of Grand Boulevard, an existing multilane roadway extending west from

Lottsford Road to the Largo Metro parking garage. The original Parcel 1, also known as Parcel D, was subdivided into two Parcels 1-A and 1-B, as part of an agreement between the property owner, the Washington Metropolitan Area Transit Authority (WMATA), and the County which resulted in dedication and partial construction of Grand Boulevard. The subject parcel is zoned M-A-C.

The applicant proposes to develop the site with 989,560 square feet of commercial office space to be used by the Department of Health and Human Services, a 13,000-square-foot employee day care facility for 100 children, and 9,743 square feet of ancillary retail space. Prior approval of Basic Plan A-9280/81 in 1978 (CR-75-1978), the Preliminary Plan of Subdivision 4-88195 approved by the Planning Board, and the District Council's affirmation of the Planning Board's approval of CDP-9002/04 allocated up to 1,369,500 square feet of office and related ancillary commercial retail use. The maximum development on Parcel D is capped by maximum AM and PM peak-hour trip caps of 1,920 and 1,869 vehicle trips, respectively.

The basic plan approval for Largo Town Center had no specific transportation improvement related conditions. The preliminary plan of subdivision and the CDP approvals required several improvement related conditions. With one exception, all of the required transportation improvements have been constructed. A traffic signal installation along Largo Center Drive and proposed Ramp FF (to WB MD 214, Central Avenue) has not been installed, since it has been deemed not warranted by DPW&T and SHA as this time. Provision of these improvements means the applicant is not required to fulfill the required trip reduction goals required by Conditions 13.a and 13.b of the CDP approval.

The applicant's traffic consultant has submitted for review a detailed trip generation report for the proposed single-tenant office, and the supporting day care center and retail uses. The report concludes that with the implementation of a federally mandated TDM program, and other appropriate trip reduction strategies to encourage transit and carpooling, the projected AM and PM peak-hour trips for the proposed uses will be 1,200 and 1,276 vehicle trips, respectively. These figures are 720 and 593 vehicle trips less than the approved AM and PM vehicle trip caps.

With regard to parking, the applicant is proposing a five-story parking garage that will contain a total of 1,398 parking spaces. The peak parking demand analysis provided by the applicant's traffic consultant, using the approved procedures outlined by the Urban Land Institute, indicates that the maximum peak parking demand for the proposed uses are equal to 1,398, which is equal to the number of parking spaces proposed by the applicant. Using the minimum parking requirements as outlined by Section 27-568 of the Zoning Ordinance for the proposed uses, the applicant is required to submit a minimum of 2,213 parking spaces. Considering the site's close proximity to the Metro station and the applicant's willingness to fund and implement effective trip reduction measures and inclusion of a TDM program for the site as required, the Planning Board concurs with the applicant's proposal for a total of 36.3 percent reduction from the minimum parking requirements, a departure of 815 parking spaces from the minimum. The Planning Board also concurs with the applicant's requested approval of a design departure allowing a six-inch departure from the standard width of parking spaces and the request to reduce the required 11 loading spaces to only five. The Planning Board has no objection to the proposed departure from

parking standard width or the required number of loading bays or parking spaces.

The on-site circulation is generally acceptable. However, the number and the proposed location of the proposed access points and lack of any emergency access provision to Grand Boulevard are problematic. More specifically, the proposed Plan shall provide for an emergency commercial access from the site to Grand Boulevard as well as geometric modifications and consolidations of proposed access points along Lottsford Road and Harry S Truman Drive per the DPW&T standards and requirements.

Department of Public Works & Transportation (DPW&T): In a memorandum dated April 2, 2009, DPW&T provided numerous standard comments and indicated that it objects to the proposed 815-space departure from the number of parking spaces required due to impacts on the safe operation of the surrounding streets.

Additional comments were submitted by the DPW&T, which have been incorporated in the Transportation Planning discussion above.

A detailed discussion of the requested departure from parking and loading standards is located above.

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

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Cavitt, with Commissioners Squire, Cavitt, Vaughns and Parker voting in favor of the motion, and with Commissioner Clark absent at its regular meeting held on Thursday, May 28, 2009, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 11th day of June 2009.

Oscar S. Rodriguez
Executive Director

By Frances J. Guertin
Planning Board Administrator

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DRAFT