

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board has reviewed DDS-594, Largo Town Center (One Largo Metro) requesting a departure of six inches from the required nine-foot six-inch width of standard parking spaces 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:** This application is a companion to SDP-0804, a request for approval of 966,517 square feet of office space, 9,743 square feet of retail, and a 13,300-square-foot day care center for 100 children, for a total proposed gross floor area of 989,560 square feet. The proposed gross floor area will be provided within a U-shaped building consisting of two main towers (13 and 10 stories high) connected by a one-story entrance pavilion and retail space connected to a freestanding, 1,398-space, five-story parking structure. 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	Proposed
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	Proposed
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.
CDP-8905	9/25/89	<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 Design Standards:** DDS-594 is a request for a departure of six inches from the required nine-foot, six-inch width of standard parking spaces pursuant to Section 27-588 of the Zoning Ordinance. The applicant has provided the following justification in support of this request:

The Zoning Ordinance parking requirements impose a standard size space for all users including retail. As an example, the need to have a wide space is greatest with a grocery store, where shopping carts, strollers, and packages require the need to be able to access the side of the vehicle and to fully open vehicle doors. An office user does not have this demand for parking space width. On the other hand, the GSA typically requires a 9-foot by 18-foot 6-inch standard size parking space for a single-tenant office building according to the March 2005 GSA Facilities Standards for the Public Buildings Service. The request is to allow 9-foot by 19-foot dimensioned parking spaces.

Section 27-239.01(b)(7)—Departures from Design Standards. 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;**

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

The following 15 "Purposes" of the Subtitle (Zoning Ordinance) are found in Section 27-102(a):

(1) **To protect and promote the health, safety, morals, comfort, convenience, and welfare of the present and future inhabitants of the County;**

The requested approval of a departure from the width of parking spaces, together with the applicant's companion CDP amendment (CDP-9002/10) and SDP-0804 applications, will allow development of a vertical mixed-use office component at the LTC core. Such a development has long been planned and supported as a valid public policy to promote the

health, safety, morals, comfort, convenience, and welfare of the residents and workers in the LTC and County. GSA has found through experience that a nine-foot-wide parking space designated expressly for office worker use is sufficiently wide to allow such workers to enter and leave vehicles safely without compromising adjacent vehicles or pedestrian safety.

(2) To implement the General Plan, Area Master Plans, and Functional Master Plans;

There is no question that the type and scale of office development proposed directly implements the long planned policies of the County as reflected in the area master and sector plans for the LTC and the General Plan. Use of the DDOZ regulations enable this compact vertical mixed-use development to conform to the more recent County goals established for the LTC through the 2004 Sector Plan, namely creating vibrant and vertical/horizontal mixed-use core centers adjacent to Metro. Such development leverages the County's investment in the Metro. A minor departure from the standard width of parking spaces within the garage will not impair these policies.

(3) To promote the conservation, creation, and expansion of communities that will be developed with adequate public facilities and services;

Approval of the design departure from the width of parking spaces will allow development that promotes the conservation and expansion of business activity in this metropolitan center. Adequate public facilities and services exist to support the proposal, considering the entire development is accommodated by the Largo Town Center Metro, and other transportation-related improvements have been implemented as discussed in Finding No. 7 below.

(4) To guide the orderly growth and development of the County, while recognizing the needs of agriculture, housing, industry, and business;

Approval of the design departure from the width of parking spaces will allow development to occur that is in keeping with the General Plan's intended policies to encourage transit ridership and pedestrian accessibility.

(5) To provide adequate light, air, and privacy;

The departure from the width of parking spaces will not impede the provision of or availability of adequate light, air, and privacy as the project is designed with 35 percent green space and a large pedestrian open space amenity.

(6) To promote the most beneficial relationship between the uses of land and buildings and protect landowners from adverse impacts of adjoining development;

The design departure will support the overall development that is designed to capitalize on beneficial land use relationships to the Metro station and other surrounding development. The development will create a vertical focal point for all of the LTC and will create a TOD development in harmony with the adjacent Metro and County planning policies. The departure to parking space width can both accommodate specific user needs and helps avoid creation of a larger garage.

(7) To protect the County from fire, flood, panic, and other dangers;

The proposed parking garage will be constructed in accordance with existing building regulations addressing these elements and a six-inch departure from the width of parking spaces will not impair these requirements.

(8) To provide sound, sanitary housing in a suitable and healthy living environment within the economic reach of all County residents;

Not applicable to this request.

(9) To encourage economic development activities that provide desirable employment and a broad, protected tax base;

Approval of the design departure from the width of parking spaces will allow a development that will create substantial economic benefits as approximately 3,000 office employees will be attracted to the LTC core. Such a concentration of employees will help bolster demand for retail goods in the nearby shopping centers. The proposed development will locate a large number of employees next to Metro and thereby leverage the County's substantial investment in Metrorail.

(10) To prevent the overcrowding of land;

The design departure from the width of parking spaces has no bearing on this criterion.

- (11) To lessen the danger and congestion of traffic on the streets, and to insure the continued usefulness of all elements of the transportation system for their planned functions;**

The design departure from the width of parking spaces will not increase traffic or contribute to dangerous conditions on the streets. Ample parking and loading spaces are provided to accommodate the specific requirements of the DHHS and related ancillary uses proposed.

- (12) To insure the social and economic stability of all parts of the County;**

The design departure from the width of parking spaces has no bearing on this criterion.

- (13) To protect against undue noise, and air and water pollution, and to encourage the preservation of stream valleys, steep slopes, lands of natural beauty, dense forests, scenic vistas, and other similar features;**

The design departure from the width of parking spaces has no bearing on this criterion.

- (14) To provide open space to protect scenic beauty and natural features of the County, as well as to provide recreational space; and**

The six-inch design departure for width of parking spaces will help eliminate the need to extend the length of the parking garage. This in turn will preserve the open space and Metro entry plaza open space and green area, enabling the project to maximize these amenities. If the departure were not granted, more land area will be consumed for loading and parking, contrary to TOD planning principles.

- (15) To protect and conserve the agricultural industry and natural resources.**

This criterion is not applicable.

The Planning Board concurs with the applicant's assertion that the purposes of the Zoning Ordinance will be equally well or better served by the applicant's proposal.

(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 design departure from the width of parking spaces is the minimum necessary that will allow the applicant to construct this federal office complex for the DHHS. The applicant has utilized the more restrictive parking requirements contained in the DDOZ regulations of the MORLAR Sector Plan. The DDOZ regulations were formulated specifically to encourage TOD development where parking is typically minimized in order to encourage pedestrian and transit accessibility. The departures are also the minimum necessary in order to accommodate GSA design and parking utilization criteria and meet anticipated agency demands.

The Planning Board finds that the requested departure is the minimum necessary. As stated above, the GSA typically requires a 9-foot by 18-foot 6-inch standard size parking space for a single-tenant office building according to the March 2005 GSA Facilities Standards for the Public Buildings Service. The request is to allow 9-foot by 19-foot dimensioned parking spaces.

(iii) The departure is necessary in order to alleviate circumstances which are unique to the site or prevalent in areas of the County developed prior to November 29, 1949;

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

The design departure from the width of parking spaces is necessary to alleviate circumstances unique to this site and not prevalent in multi-use office developments. The site is designed to take advantage of the Metro service and is oriented to the station area. The parking garage has been shortened in order to provide a larger Metro entry plaza for the benefit of office employees, Metro users, and the general public in LTC communities. Providing a narrower parking space than standard 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 this size.

The Planning Board finds that the reduction in the width of parking spaces results in a smaller parking garage than would be provided if standard-sized spaces were proposed, thereby maximizing the site area available for green space and

pedestrian amenities and limiting the overall height of the garage to six stories, as proposed.

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

The applicant provided the following justification:

The design departure from the width of parking spaces will not impair the visual, functional and environmental integrity of the parking garage or the site. The nine-foot width of parking spaces conforms to GSA design criteria for single-tenant office space.

The Planning Board finds that the reduction in the width of the parking spaces results in a smaller parking structure than would be provided if standard-sized spaces were proposed, reducing the visual impact of the parking garage, and resulting in an improved visual quality of the site and surrounding neighborhood.

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 six-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 concurs with the applicant's requested approval of a design departure allowing a six-inch departure from the standard width of parking spaces as well as reducing 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.

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 APPROVE 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.

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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 Cavitt, seconded by Commissioner Squire, with Commissioners Cavitt, Squire, 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

OSR:FJG:JSCL:bjjs

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