

RESOLUTION

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

WHEREAS, in consideration of evidence presented at a public hearing on June 24, 2010, regarding Detailed Site Plan DSP-95073/01 for Kaiser Permanente, Largo, the Planning Board finds:

1. **Request:** The proposed detailed site plan (DSP) amendment is for a 106,700-square-foot, three-story addition to the existing 129,500-square-foot, four-story medical practitioners' office use on the property and construction of a new 713-space, four-level parking garage, with associated revisions to the existing surface parking and landscaping. This expansion will allow for improved services for Kaiser Permanente members and will include the following: expansion of certain departments including cardiology, orthopedics, podiatry, and pulmonary; improvements to such ancillary services as urgent care, medical imaging, radiology, outpatient surgery, and recovery rooms; and such indirect support services as staff facilities and housekeeping areas.

2. **Development Data Summary:**

	Existing	Approved
Zone	I-3	I-3
Total Site Area	14.7 acres	14.7 acres
Total Building Gross Floor Area	129,500 sq. ft.	236,200 sq. ft. 245,200 sq. ft. (Garage)
Building Coverage (45% maximum)	7%	22%
Green Area (25% required)	51.4% (7.56 acres)	43% (6.35 acres)
Impervious Area	7.32 acres	8.36 acres

Parking Required: (1 space per each 200 sq. ft.)

	Square Footage	Parking Spaces
Existing Structure	129,500	648
Additional Facilities	106,700	533
Total	236,200	1,181

Handicapped Spaces Required:

Site with over 1,000 required spaces	20 ADA
(plus 1 space for each 100 over 1,000)	22 spaces
Van-Accessible Spaces (1 of 4 ADA spaces)	6 spaces

Parking Provided:

Standard Spaces	798
Compact Spaces	363
Handicapped Spaces (Regular)	16
Van Spaces (1 of 4 ADA spaces)	6
Total Spaces Provided	1,183

Loading Spaces Required:	3
Loading Spaces Provided:	3

3. **Location:** The property is located at 1221 Mercantile Lane in Largo, situated on the west side of Landover Road (MD 202) at the southwest corner of its intersection with Technology Way.
4. **Surrounding Uses:** The subject property is located in Largo Park, which is bounded on the east by Landover Road (MD 202), on the west by Lottsford Road, and on the south by Arena Drive. The entirety of Largo Park is also zoned I-3 and is similarly developed with a range of general office and medical practitioners' office uses in an employment park-like setting with low-rise office buildings typically situated near the center of properties and surrounded by surface parking.
5. **Previous Approvals:** The case history of this site plan precedes much of the more recent development in the Largo area. The site plan indicates that the property is Parcel 5 (Plat Book NLP 116 @ 89) and Lot 2 (Plat Book NLP 151 @ 28), located on Tax Map 67 in Grid F-1, and is 14.71 acres in the I-3 Zone. The northern portion of the property, Parcel 5, was previously subdivided through Preliminary Plan of Subdivision 4-79155. Lot 2 is the subject of Preliminary Plan 4-86107. The resolution of approval for Preliminary Plan 4-86107 was adopted by the Planning Board on July 24, 1986 (PGCPB Resolution No. 86-297).

A Detailed Site Plan (DSP-95073) was approved by the Planning Board on December 2, 1995 for a 127,000-square-foot medical center and 635 parking spaces in the I-3 Zone. The applicant is now proposing to construct a 106,700-square-foot building addition to include an expansion of medical services. There is also a 245,200-square-foot parking garage in the subject proposal. Per conversations with the applicant, the Kaiser Permanente expansion will provide an additional 40 to 60 new employment opportunities in Prince George's County.

6. **Design Features:** The existing building on the property is situated on the eastern side of the property closest to Landover Road (MD 202). There is no existing or proposed ingress or egress from Landover Road. The existing building is constructed primarily of two tones of brick, and the proposed addition, which will extend the existing building southward, utilizes the two existing brick colors as well as a significant glass-like façade feature (aluminum curtain wall).

The site plan proposes a parking garage which will similarly utilize one of the existing brick colors as well as a glass-like façade (aluminum curtain wall) along the stairwells, with significant cutout openings to allow for architectural interest, light, and air circulation. The cutouts will also feature planters that will play a role in the stormwater management system and will be planted with appropriate vegetation.

The proposed building addition and the parking garage will remove a significant portion of the existing surface parking on the property. A large surface parking lot will be retained on the northern end of the property and the DSP revision also proposes the addition of a surface parking lot to the east of the proposed building addition near Landover Road. A loading dock for the existing building and building extension is on the Landover Road side of the property and will be accessed from this parking lot as well. There are currently three entrances to the property, all of which are proposed to remain: one from Technology Way on the northern end of the property and two from Mercantile Lane on the western side of the property.

Additional Features

The applicant also plans to include an occasional farmer's market use, to be located under the canopy overhang of the proposed parking garage. Pursuant to Section 27-473(b)(1)(E), a farmer's market is a permitted use in the I-3 Zone provided it is in compliance with Sections 27-260 and 27-261 of the Zoning Ordinance. The Department of Environmental Resources (DER) may issue temporary use and occupancy permits for specific temporary uses and structures provided the requirements of Section 27-261 of the Zoning Ordinance are satisfied. The applicant is a not-for-profit organization that plans to operate the occasional farmer's market use on the property in full compliance with the applicable regulations and in order to complement its mission of encouraging health and wellness for its employees and patients.

COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The proposed amendment to the detailed site plan meets the purposes of the I-3 Zone. The main purposes of the I-3 Zone, as referenced in Section 27-471(a)(1) of the Zoning Ordinance, are to provide increased and enhanced employment opportunities for the residents of the county; provide a mix of industrial, research, and office uses; minimize detrimental effects on uses of adjacent land; assure the compatibility of proposed land uses with surrounding land uses; maximize open space so as to create a park-like setting; and improve the overall quality of industrial/employment areas in Prince George's County.

The DSP revision has been reviewed for compliance with the requirements of the I-3 (Planned Industrial/Employment Park) Zone, as follows:

Section 27-471(f). Regulations.

- (1) **Additional regulations concerning the location, size, and other provisions for all buildings and structures in the I-3 Zone are as provided for in Divisions 1 and 5 of this Part, the Regulations Tables (Division 4 of this Part), General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.**

Additional regulations referenced above have been reviewed as applicable and are discussed in this resolution.

- (2) **Not more than twenty-five (25%) of any parking lot and no loading space shall be located in the yard to which the building's main entrance is oriented, except that the Planning Board may approve up to an additional fifteen percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.**

The applicant has submitted a variance request to this section. The site plan shows 42 percent of the surface parking located in the yard to which the building's main entrance is located. This percentage does not include the parking located in the parking garage. The Planning Board may approve up to 40 percent of parking in this yard without a variance request. More details about the variance request can be found in Finding 8, the variance section of the resolution.

- (3) **No loading docks shall be permitted on any side of a building facing a street except where the lot is bounded by three (3) or more streets.**

The site is bounded by three streets. A loading dock is proposed on the east side of the building which faces Landover Road (MD 202). The loading area will be screened from Landover Road through the use of a six-foot-high, sight-tight, brick veneer screening wall and proposed landscaping.

Section 27-471(h). Required access.

- (1) **Each Planned Industrial/Employment Park (including each property in separate ownership) shall have frontage on, and direct vehicular access to, a street having a right-of-way width of at least seventy (70) feet.**

Landover Road (MD 202) has a right-of-way width of 200 feet. Technology Way has a right-of-way width of 80 feet and Mercantile Lane has a right-of-way width of 70 feet. Direct vehicular access exists through Mercantile Lane and Technology Way.

Section 27-471(i). Minimum area for the development.

- (1) **The minimum area for the development of any Planned Industrial/Employment Park shall be twenty-five (25) gross acres.**

The gross acreage for the entire Largo Park planned employment park meets this requirement.

Section 27-471(d). Site plans.

- (2) **In addition to the requirements of Part 3, Division 9, the Detailed Site Plan shall show the design and size of lettering, lighting, and all other features of signs proposed (except those for directional or informational purposes containing not more than four (4) square feet). These signs shall be reviewed and approved or disapproved at the same time the Detailed Site Plan is acted upon.**

A detailed signage package was submitted with the detailed site plan submittal. The signage package has been reviewed in accordance with Part 12 (Signs) of the Zoning Ordinance.

Section 27-613. Signs Attached to a building or canopy.

- (a) **Location.**

- (2) **In the I-3 Zone, the signs may be located anywhere on a building that the Planning Board deems appropriate, subject to the height limitations below.**

A signage location plan has been included in the detailed site plan. No new signage is proposed along Landover Road (MD 202).

- (b) **Height.**

- (2) **In the I-3 Zone the sign shall not extend above the lowest point of the roof of the building to which it is attached.**

No signage extends above the lowest point of any roof.

- (c) **Area.**

- (4) **I-3 Zone.**

- (A) **In the I-3 Zone, the area of all of the signs on a building wall facing a street shall be not more than one (1) square foot for each one (1) lineal foot of building width facing that street.**

All of the signage proposed falls well within the limits of one square foot for each one lineal foot of building width facing that street. There is no new building-mounted signage proposed along Landover Road (MD 202). Along Technology Way there are approximately 400 lineal feet of building width, and thus 400 square feet of signage are permitted, but only 84 square feet of building-mounted signage is proposed. Along Mercantile Lane there are approximately 600 lineal feet of building width, and thus 600 square feet of signage are permitted, but only 171 square feet of signage are proposed. Finally, along the side of the property facing the southern property line there are 414 lineal feet of building width, and thus 418 square feet of signage are permitted with only 169 square feet of signage proposed.

Most of the building-mounted signage is lettering mounted directly on the architectural face of a building with no other decorative wall work. The actual faces of these letters and figures constitute the sign, and the spaces between them are not to be considered part of the sign; therefore, the square footage of those signs may be reduced by an additional 50 percent. This further illustrates that the sign proposal for this development is particularly modest, as those deductions are not accounted for in the summary of square footage above.

(e) **Design.**

- (1) **In the I-3 Zone, signs shall be either:**

- (A) **Designed as a part of the architectural design of the building; or**
(B) **Approved as an element of the proposed development on the lot, taking into account its relationship to the other proposed improvements.**

The proposed signs are incorporated into the architectural design of the building and aid functionality on-site by providing direction to users and visitors. The proposed building-mounted signage includes one sign affixed to the walls of the proposed building addition stating the name of the applicant (Kaiser Permanente), one sign affixed to the wall of the proposed parking garage stating the name of the applicant, and one identification sign affixed to the wall of the proposed parking garage instructing appropriate lane usage for ingress and egress.

Section 27-614. Freestanding signs.

(a) **Location.**

- (3) **In the I-3 Zone, signs may be located anywhere that the Planning Board deems appropriate, subject to the height limitations below.**

(b) Height.

In the I-3 Zone, the maximum height shall not be greater than the lowest point of the roof of any building in the employment park

The maximum height of all freestanding signs in the signage package is ten feet, and below the roof line of a single-story building. Signage heights comply with the Zoning Ordinance regulations.

(c) Area.

(4) In the I-3 Zone, the area of the sign shall be not more than one (1) square foot for each five (5) lineal feet of street frontage along the street on which the sign faces.

The intersection of Landover Road (MD 202) and Technology Way share a refurbished V-shaped sign. The sign has an area of 202.5 square feet which is justified by utilizing linear feet of street frontage from both Landover Road and Technology Way. There are 1,004 lineal feet of street frontage along Landover Road and 552 lineal feet along Technology Way. There is an additional 59 square feet of freestanding signage visible from Technology Way.

Along Mercantile Lane there are 768 lineal feet of street frontage, and thus 154 square feet of signage is permitted with 64.5 square feet of freestanding signage proposed. Along the side of the property facing the southern property line there is approximately 1,068 lineal feet of street frontage, and thus 213 square feet of signage is permitted with only nine square feet proposed.

(d) Quantity.

(3) In the I-3 Zone, the number of freestanding on-site signs permitted shall be determined by the Planning Board at the time of Detailed Site Plan review.

There are eight freestanding signs included in the signage package.

In addition to the requirements of the Zoning Ordinance, as it relates to signs, the applicant worked extensively with neighboring community associations including Largo, Lake Arbor, and Kettering to determine the appropriateness of the sign package submitted. The number of signs proposed was voluntarily reduced by the applicant in light of feedback received from the neighboring communities. During the detailed site plan review, Development Review Division staff received phone calls from the community associations confirming support of the final site plan and signage package.

8. **Variance Request VD-95073-01:** The applicant has submitted a variance request to permit the construction of 42 percent of the surface parking lot in the yard to which the building's main entrance is oriented. The applicant provides the following justification for the variance request:

“The Applicant proposes to construct 187 surface parking spaces in the yard of the Property closest to the main building entrance off of Mercantile Lane, as well as to construct the parking garage closest to the main building entrance off of Mercantile Lane. Pursuant to Section 27-471(f)(2) of the Zoning Ordinance, ‘not more than twenty-five (25%) of any parking lot and no loading space shall be located in the yard to which the building’s main entrance is oriented, except that the Planning Board may approve up to an additional fifteen percent (15%) in its discretion if increased parking better serves the efficiency of the particular use; improves views from major arteries or interstate highways; and makes better use of existing topography or complements the architectural design of the building.’ Thus, the Planning Board may authorize up to 40% of any parking lot to be located in the yard to which the building’s main entrance is oriented, which in this case would amount to 177 of the total 442 proposed surface parking spaces on the Property. Because the Applicant proposes to construct 187 surface parking spaces in this yard, which amounts to approximately 42.3% of the total (surface) parking lot on the Property, this Variance Application is necessary in order to permit the 10 additional spaces in the yard adjacent to Mercantile Lane closest to the main building entrance. While the restriction contained in Section 27-471(f)(2) applies only to ‘parking lots’ and not to a parking garage¹ and thus the Applicant does not believe that a variance is required in order to construct the parking garage in the proposed location, because the Applicant is required to submit this Variance Application in order to permit 10 additional surface parking spaces on the Mercantile Lane side of the Property, the Applicant has included the parking garage within the scope of the Variance Application as well.”

“Footnote 1: Section 27-107.01. Definitions.

“(173) Parking Garage: A ‘Building’ (other than a motor vehicle sales room) used for parking private motor vehicles. A ‘Parking Garage’ shall not be used for the storage of dismantled or wrecked vehicles, motor vehicle parts, or junk. A ‘Parking Garage’ shall not be considered an ‘Accessory Building’ unless it is used for parking vehicles in accordance with Part 11.

“(174) Parking Garage, Private: A ‘Parking Garage’ used for housing private ‘Passenger Vehicles’ and such ‘Commercial Vehicles’ as are allowed to be parked in the zone in which such garage is located. Not over fifty percent (50%) of the garage shall be used for vehicles not owned by the occupants of the premises. The garage shall be either an ‘Accessory Building’ or part of a ‘Main Building.’

“(176) Parking Lot: An area of land (other than a ‘Vehicle Sales Lot’) used for parking private ‘Passenger Vehicles.’ A ‘Parking Lot’ shall not be used for the storage of dismantled or wrecked vehicles, motor vehicle parts, or junk. (‘Parking Lots’ used in accordance with Part 11 prior to March 1, 1985, were called ‘Automobile Parking Compounds.’)”

Section 27-230(a) of the Zoning Ordinance outlines the findings that must be made in order to approve a variance application. The variance application satisfies the requisite findings outlined in Section 27-230(a) as follows:

- 1. A specific parcel of land has exceptional narrowness, shallowness, or shape, exceptional topographic conditions, or other extraordinary situations or conditions;**

Applicant's Justification:

“As described above, the Property is uniquely situated directly adjacent to three roadways, a situation which affects just this Property and one other lot in the entirety of Largo Park. Such a hindrance places a severe constraint on location of parking lots and garages in the I-3 Zone, which encourages planned employment parks in which parking is typically located between the adjacent roadway and the main building entrance facing such roadway. In fact, the entirety of the Largo Park employment park is essentially developed in the same manner, with low-rise office buildings typically situated near the center of properties and surrounded by surface parking. Thus, the direct adjacency of the three roadways to the Property is an extraordinary condition that limits this Property in terms of placement of its parking facilities. Further, along the perimeter of the Property there are trees, microbioretention areas, and an existing water quality pond both currently protected and additionally proposed that would be detrimentally affected if the parking lot and the parking garage are not located as proposed.”

The site is adjacent to three roadways at the perimeter of the site and one micro-bioretenion area to the southeast. The location of the additional proposed parking is most sensitive to the existing site conditions. It builds upon existing impervious surfaces approved in the original DSP without infringing on the area needed for the micro-bioretenion areas and water quality pond.

- 2. The strict application of this Subtitle will result in peculiar and unusual practical difficulties to, or exceptional or undue hardship upon, the owner of the property; and**

Applicant's Justification:

“Applying the strict standards of the Zoning Ordinance would be illogical because the Applicant could not place any significant parking area on the side of the Property to which a main building entrance would typically be oriented in an employment park – facing the adjacent roadway and the main access point to the site on the Mercantile Lane side of the Property. Under the strict application of the Zoning Ordinance, the Applicant could locate the parking lot and parking garage in one of the other three yards of the Property, all of which, however, would have detrimental effects on the surrounding area. If the parking lot and garage were located in the southern yard of the Property, it would be directly adjacent to the only abutting property owner to the Property. In addition, on the southern side of the site is a large existing water quality pond and proposed

microbioretention areas, all of which play an important role in the landscaping, buffering, and green area features of the Property. There is insufficient space in which to locate the parking garage on the eastern side of the site adjacent to Landover Road. In addition, the Landover Road frontage is the most visible aspect of the Property, and planning principles dictate that parking typically not be located on the most visible frontage of the Project adjacent to a high-use road. Finally, the Applicant has avoided locating the parking garage on the northern end of the Property in order to minimize the area disturbed as part of the construction process. Currently, the northern end of the Property is not proposed to be disturbed, as the proposed building addition and also the parking garage are located towards the southern end of the Property. In addition, there is simply no room in the parking lot for additional surface parking in order to remove spaces from the Mercantile Lane side of the Property. As a result, strict application of the Zoning Ordinance would have detrimental effects by requiring the parking garage to be located in illogical and inefficient locations. Rather, granting of the Variance Application in order to permit construction of the parking garage in the location proposed will allow the Applicant to most efficiently utilize the site and maximize the open space provided by consolidating the surface parking into a more efficient, environmentally-friendly parking structure.

“Finally, because the use on the Property is that of a medical practitioners’ office, undue hardship would not only be placed on the Applicant but would also be experienced by the patients visiting the medical offices were parking required to be placed in a location far removed from the main building entrance. By the very nature of the use, many of the patients visiting the Property are experiencing physical difficulties and patients, as well as visitors, are often under duress. Thus, it is imperative that parking be located in a clear location easily accessible from the main vehicular entrance to the Property and within a minimal walk of the main building entrance. As a result, strict compliance with the requirements of the Zoning Ordinance would place serious practical difficulties on the use of the Property for medical practitioners’ offices and its accompanying patients.”

The strict application of this Subtitle would result in peculiar design outcomes and unusual practical difficulties. The applicant prefers to minimize the area disturbed by the construction process; therefore, locating the parking garage north of the existing building is not a viable option. Understanding this, further redesign of the parking lots would result in the relocation of more parking to the sides and rear of the building that are highly visible from Landover Road (MD 202). Currently, the eastern portion of the site has adequate buffers for screening the additional proposed lot along Landover Road. More parking in this location would result in reduced landscape buffer width and increased visibility of parking lots along Landover Road. The relocation of parking to the southeast would also impact an existing water quality pond.

The parking, as located, is least visible from the highest-use roads and most accessible to users of the Kaiser Permanente medical offices. Relocation of parking away from the building entrance would also be an inconvenience to patients with physical difficulties and those in need of medical care.

3. The variance will not substantially impair the intent, purpose, or integrity of the General Plan or Master Plan.

Applicant's Justification:

“As explained above, the Master Plan recommends employment uses on the Property and continued I-3 zoning. The proposed Variance Application would allow for more efficient utilization of the Property in order to accommodate the expansion of the current employment use, thereby fulfilling the intent of the Master Plan and its recommendations for the Property.

“For the foregoing reasons, the Variance Application satisfies the findings that must be made for approval of a variance. The unique conditions and limitations of the Property result in unusual practical difficulties in placement of the 10 surface parking spaces and the parking garage if strict application of the Zoning Ordinance requirements for location of parking lots were followed. The Variance Application furthers the goals of the Master Plan and results in a more efficient utilization of the Property, allowing the Applicant to expand the existing employment use on the Property in furtherance of the purposes of the I-3 Zone.”

The Planning Board finds the analysis and justification presented by the applicant to be acceptable and recommends approval of the variance request. The variance will not impair the intent or integrity of the *Prince George's County Approved General Plan*. The original detailed site plan was approved locating 36 percent of the site's surface parking in the yard closest to the building's main entrance. This proposal builds upon the existing approved layout and provides enhancements by reducing the need for additional surface parking by adding a parking garage. Additionally, locating parking in the yard closest to the building entrance minimizes views of parking from Landover Road (MD 202).

9. **Detailed Site Plan SP-95073:** The subject detailed site plan revision is consistent with approved Detailed Site Plan SP-95073. The original detailed site plan was approved with few conditions of approval. There are no conditions of approval which are relevant to the review of this detailed site plan revision.
10. **Conceptual Site Plan SP-87168/01:** The property is subject to Conceptual Site Plan SP-87168/01, approved for Largo Park by the Planning Board on August 3, 1989. The subject revision to the detailed site plan satisfies the relevant CSP conditions as explained below:
 1. **A minimum 30-foot landscaped yard shall be provided along the property line adjacent to MD 202 (as required by I-3 Zone regulations of the Zoning Ordinance, Subtitle 27).**

The 30-foot landscaped yard is provided.

4. **A reduction of the requirement for a yard adjoining non-residential property from 20 feet to 10 feet, shall be granted, as set forth in Section 27-474(b). Except as to Conditions 3 and 4, all other standards for building and parking setbacks, yards, building coverage and green area, and amount of parking in main entrance yard that are set forth in Subtitle 27 must be complied with at Detailed Site Plan.**

Applicant's Justification:

"The Project satisfies this requirement by providing a minimum 103'-5" setback from the adjoining non-residential property located to the south of the Property which exceeds the 10-foot minimum, as shown on the Detailed Site Plan submitted herewith. Further, parking setbacks, yards, building coverage, and green area are all satisfied as explained in detail above."

The location of the parking lots relative to the main entrance of the building has also been satisfied by filing a variance application. See Finding 8 for more discussion.

6. **Individual trees on site that are worthy of saving will be flagged by staff from the Natural Resources Division and the Development Review Division.**

No individual trees have been identified by staff.

7. **Every effort will be made to incorporate these trees into the overall building and parking lot layout. This could mean the reconfiguration of the building and parking lot to accomplish this goal. The possibility that drastic overall site grading will be necessary for drainage of surface waters will be carefully reviewed at Detailed Site Plan and would eliminate the tree-save requirement.**

No individual trees have been identified by staff.

11. **Preliminary Plans of Subdivision 4-79155 and 4-86107:** The site plan indicates that the property is Parcel 5 (Plat Book NLP 116 @ 89) and Lot 2 (Plat Book NLP 151 @ 28), located on Tax Map 67 in Grid F-1, and is 14.71 acres in the I-3 Zone. The applicant, Kaiser Permanente, is proposing to add a 106,700-square-foot medical building and a 245,200-square-foot garage to the existing medical practitioners' offices currently on-site.

Parcel 5 is the subject of Preliminary Plan 4-79155. Lot 2 is the subject of Preliminary Plan 4-86107. The resolution of approval for 4-86107 was adopted by the Planning Board on July 24, 1986 (PGCPB Resolution No. 86-297) and contains two conditions:

1. **Approval of a conceptual stormwater management plan by the Washington Suburban Sanitary Commission prior to Final Plat of Subdivision.**

Conceptual Site Plan SP-79029 was approved by the Prince George's County Planning Board on October 11, 1979.

2. Denial of access to Arena Drive.

The subject plan accurately reflects this denial.

12. ***Prince George's County Landscape Manual:*** Landscaping, screening, and buffering of development in the I-3 Zone shall be provided as set forth in the *Prince George's County Landscape Manual*. The site plan is subject to Section 4.2, Commercial and Industrial Landscaped Strip Requirements; Section 4.3, Parking Lot Requirements; Section 4.4, Screening Requirements; and Section 4.7, Buffering Incompatible Uses of the Landscape Manual.
- a. The subject site is bounded by public rights-of-way on three sides of the property. The landscape plan provides a more than 30-foot-wide landscape strip along Landover Road (MD 202) in accordance with Section 4.2 of the Landscape Manual and Section 27-474 of the Zoning Ordinance. The other two rights-of-way require a parking lot landscape strip in accordance with Section 4.3.a of the Landscape Manual.
 - b. Section 4.3(a), Parking Lot Landscape Strip, requires a landscape strip in any zone when a parking lot is adjacent to a public right-of-way. The landscape strip requirements are met through the subject detailed site plan revision.
 - c. Section 4.3(c), Interior Planting, requires a certain percentage of the parking lot, according to the size of the lot, to be interior planting area and to be planted with one shade tree for each 300 square feet of interior landscaped area provided. The DSP has approximately 88,974 square feet of surface parking lot. A minimum eight percent of the parking lot, approximately 7,118 square feet, should be interior planting area. The applicant provides 8,257 square feet of interior landscaped area which complies with Section 4.3(c).
 - d. Section 4.4, Screening Requirements, requires that all dumpsters and loading spaces be screened from all adjacent public roads. A loading dock is proposed on the east side of the building which faces Landover Road (MD 202). The loading area will be screened from Landover Road through the use of a six-foot-high, sight-tight, brick veneer screening wall and proposed landscaping. The screening of the loading spaces, generators, and transformers conform with Section 4.4.
 - e. The site shares a boundary with the Largo Commons Condominiums property on the southeast property line. A Section 4.7 bufferyard for buffering incompatible uses is provided by existing woodland which is more than 50 feet in depth.

13. **Woodland Conservation and Tree Preservation Ordinance:** The subject property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance since the gross tract area is greater than 40,000 square feet and there are more than 10,000 square feet of existing woodlands on-site. The activity proposed requires no additional clearing of woodlands. A tree conservation plan is not required with this application. The application is in conformance with the Woodland Conservation and Tree Preservation Ordinance.
14. **Referral Agencies and Departments:** The subject application was referred to relevant agencies and divisions. The referral comments are summarized as follows.
- a. **Historic Preservation Section**—The development will have no effect on identified historic sites, resources, or districts.
 - b. **Archeological Review**— The Planning Board accepts the staff archeologist findings that note a Phase I archeological survey is not recommended on the above-referenced 14.71-acre Kaiser Permanente property located at 1221 Mercantile Lane in Largo, Maryland.
 - c. **Community Planning North Division**—The application, which is located in the Northampton Community, is consistent with the General Plan Development Pattern policies for employment areas within the Developing Tier and conforms to the land use recommendations of the *1990 Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* for employment-related development at this site.
 - d. **Transportation Planning Section**—The Transportation Planning Section provided a review of the detailed site plan application. The case history background of this site plan goes back to a time prior to considerable development in the Largo area. Preliminary Plans of Subdivision 4-79155 and 4-86107 are the relevant cases, as well as Conceptual Site Plan SP-86168 (the /01 revision applied to a different part of the overall conceptual plan). The prior detailed site plan is not relevant to the transportation review.

There are no transportation-related conditions on the conceptual site plan. Between the two preliminary plans, there are three transportation-related conditions:

- A condition on 4-79155 involves preservation of a right-of-way for a Metrorail extension on Lots 1 and 2 of Block D. This site does not involve either of these lots.
- Another condition on 4-79155 required that driveway access to individual lots along MD 202 be directed to internal streets. The site plan complies with this requirement.
- Condition 3 of the resolution approving 4-86107 required the denial of driveway access to Arena Drive. This site has no frontage on Arena Drive.

Access to and circulation within the site is acceptable as shown.

Neither 4-79155 nor 4-86107 includes trip cap conditions or other restrictions on the quantity of development that can occur within the site. Neither plan file includes traffic study information. Both of the lots that comprise this site were platted pursuant to preliminary plans that included a finding of transportation adequacy. The expansion is occurring on lots that were recorded without a trip cap or other similar restriction. The off-site transportation impact of the expansion is not an issue in the detailed site plan process.

Landover Road (MD 202) is shown on the master plan as an expressway facility, and Technology Way and Mercantile Lane are shown as industrial roadways. Adequate right-of-way has previously been dedicated or deeded consistent with master plan recommendations; therefore, this plan poses no right-of-way issues. Therefore, the Transportation Planning Section deems the submitted site plan to be acceptable from the standpoint of transportation.

- e. **Subdivision Section**—The Subdivision Section provided review of the revision to the detailed site plan. There are no issues related to subdivision.
- f. **Trails**—In terms of pedestrian and bicycle features, the detailed site plan is in conformance with Section 27-281 of the Zoning Ordinance. Sidewalks and crosswalks are recommended in the area master plan for this area (pages 39 & 132-133). The sidewalk network is supportable as shown on the detailed site plan and the sidewalks appear to be adequate for the proposed use. The plan includes concrete sidewalks ranging in width from five to eight feet in width along internal roads and leading to the buildings. A five-foot-wide covered walkway is proposed for the three-story building addition and around the parking garage. The proposed sidewalks will connect to the existing sidewalk network. All of the sidewalks are set back from the curb edge as is recommended in the area master plan. A zebra-striped crosswalk is provided across the main entrance road and appears to be adequate.

The five-foot-wide asphalt walking trail that is proposed is a nice addition to the site, and it will serve employees in the area. The walking trail has a connection to Mercantile Lane and to the parking area that is north of the buildings. It could be extended in the future to MD 202 when/if the road is improved in the future by the State Highway Administration (SHA) with sidewalks. The width of the walking trail is adequate for the proposed use and is not part of a master planned trail system.

There are four conditions of approval related to trails on the site.

- g. **Permit Review Section**—The Permit Review Section made several comments requesting clarification of several plan elements. The Permit Review Section’s comments have been addressed through revisions to the plans.
- h. **Environmental Planning Section**— The Planning Board accepts the Environmental Planning Section’s findings for Detailed Site Plan, DSP-95073-01. The Environmental Planning Section has recommended one condition of approval that has been included in this technical staff report.
- i. **Department of Public Works and Transportation (DPW&T)**—In a memorandum dated May 13, 2010, DPW&T, Office of Engineering, offered the following:
- Frontage improvements in accordance with DPW&T urban commercial/industrial road standards are required for Mercantile Lane and Technology Way.
 - The detailed site plan is consistent with the Approved Stormwater Concept Plan 3064-2010 dated March 17, 2010.
 - DPW&T has no objection to the variance request for the subject application.
- j. **Washington Suburban Sanitary Commission (WSSC)**—In a memorandum dated May 14, 2010, WSSC offered the following:
- The site has an existing and active water and sewer connection for the subject site.
 - Show and label, with Liber and Folio, the right-of-way limits on the plan for the existing eight-inch gravity sewer main on Mercantile Lane.
 - All existing mains shown on the plan should be labeled with correct pipe size and WSSC contract numbers.
 - WSSC facilities/structures cannot be located within a public utility easement (PUE). Revise the existing right-of-way to separate the WSSC easement from the PUE, leaving a minimum 20-foot easement for the existing sewer.
- The plans have been revised to provide a 20-foot easement for the existing sewer.
- k. **Verizon**—Verizon provided comment at the May 14, 2010 Subdivision and Development Review Committee meeting. The PUEs dedicated on the record plat were not shown on the plan. The applicant has revised this issue on the most recent site plan.
15. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of

the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

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 Detailed Site Plan DSP-95073/01 and further approved Variance Application No. VD-95073/01 subject to the following conditions:

1. Prior to signature approval of the detailed site plan, the following information shall be provided or revisions made:
 - a. The following note shall be added to the detailed site plan:

“If the trimming, cutting, removal, or injury of a roadside tree is proposed or required for implementation of the approved detailed site plan, a roadside tree permit must be obtained prior to the issuance of a site development permit.”
 - b. Provide a chart on the landscape plan demonstrating that the existing parking lot meets the requirements of Section 4.3.c, Interior Planting, of the *Prince George's County Landscape Manual*.
 - d. Show details of the asphalt walking trail in conformance with the Department of Public Works and Transportation (DPW&T) specifications and standards.
 - e. Show details of the concrete sidewalks, crosswalk striping, and ramps in conformance with DPW&T specifications and standards. Asphalt shall not be used a paving material for sidewalks.
 - f. Provide two U-shaped bicycle racks near the front entrance of the building, and two u-shaped bicycle racks in the parking garage. Details of the bicycle racks shall be provided. The racks shall be anchored into a concrete base. Bicycle parking area signs (MUTCD D4-3) shall be erected at the two parking locations (see MUTCD Part 9, Traffic Control for Bicycle Facilities, Section 9B.23.)
 - g. Provide pedestrian-scaled lighting along the entire length of the proposed walking trail.

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

* * * * *

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Vaughns, with Commissioners Squire, Vaughns, Clark, Cavitt and Parker voting in favor of the motion at its regular meeting held on Thursday, June 24, 2010, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8th day of July 2010.

Patricia Colihan Barney
Executive Director

By Frances J. Guertin
Planning Board Administrator

PCB:FJG:MF:arj

DRAFT