

R E S O L U T I O N

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 September 18, 2008 regarding Detailed Site Plan DSP-07009 for Largo Center West, Parcel O, the Planning Board finds:

1. **Request:** The subject application is for approval of a detailed site plan (DSP) for 201,672 square feet of office and a 748-space parking garage. This DSP also includes a departure from design standards from Section 27-558 to reduce the width of parking stalls in the parking garage from 9.5 feet to 9 feet and to reduce the length of parking stalls from 19 feet to 18 feet.

2. **Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone(s)	M-U-I/DDOZ	M-U-I/DDOZ
Use(s)	Vacant	Office and Commercial Parking Garage
Acreage	3.67	3.67
Total Gross Floor Area	-	436,272
Of which Office	-	201,672
Parking Garage	-	234,600

**OTHER DEVELOPMENT DATA**

	<b>REQUIRED</b>	<b>PROPOSED</b>
Total parking spaces	N/A	748
Of which Office parking spaces	Max. 508 to Min. 406 (20% reduction)*	406
Commercial parking garage spaces	-	342
Handicapped spaces	15	15*
Total loading spaces	3	4

Note: \*See Finding 6 below for details on parking calculations as required by development district standards. This parking calculation is for the proposed office only.

\*Of which four spaces are van accessible.

3. **Location:** The subject property is located at the intersection of Largo Drive West and Harry S Truman Drive, within the metro core area of Largo Town Center, in Planning Area 73 and Council District 6.
4. **Surroundings and Uses:** The subject site is Parcel F in Subarea 5 of the Largo Town Center metro core area, which includes properties that are generally within one-third of a mile from the metro station. The subject site was originally zoned E-I-A (Employment and Institutional Area). The

*Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* (May 2004) rezoned the subject property and its adjacent property in Subarea 5 to the M-U-I (Mixed Use-Infill).

The subject site is triangular in shape and is bounded on two sides by public rights-of-way. To the west of the property are the right-of-way of Largo Drive West and the ramp connecting Largo Drive West to Harry S Truman Drive; to the north is the right-of-way of Harry S Truman Drive. To the east of the property is Parcel N of the Largo Centre West development, on which the warehouse of US Business Realty Holdings, Inc. is located. The Largo metro station is within approximately 1,000 feet of the subject site, across Harry S Truman Drive.

5. **Previous Approvals:** The 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* retained the subject site in the E-I-A Zone. The 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* rezoned the subject property to the M-U-I Zone. The subject site has an approved Preliminary Plan of Subdivision, 4-79179, which was recorded in Plat Book NLP 115, Plat 14. The record plat was recorded after October 27, 1970 and contains no specific plat note establishing a cap on the amount of development on this site. The site also has an approved Stormwater Management Concept Plan No. 6304-2007.
6. **Design Features:** The triangular site is surrounded on two sides by public ramps and streets. There are two vehicular accesses to the site directly from Harry S Truman Drive and Largo Drive West. A total of three buildings are proposed on the site plan. Two five-story identical buildings are for office use. A larger five-story building is the proposed parking garage that will provide a total of 748 parking spaces. The two proposed office buildings are located parallel to the two sides of the subject site fronting Harry S Truman Drive and Largo Drive West, respectively. Between the two office buildings, at the northwestern point of the triangular site, is an open plaza featuring two curved segments of trellis flanking both sides of a major pedestrian entrance to the site. The two office buildings each have a main entrance facing the street onto which they front. Each also has a secondary entrance from the internal driveway.

The development will be completed in two phases. The office building that fronts on Harry S Truman Drive along with a portion of the parking garage will be constructed in the first phase. The office building that fronts on Largo Drive West along with the remaining portion of the parking garage will be completed in the second phase.

All three proposed buildings are flat roof architecture. The two office buildings are identical in footprint and exterior design and decoration. The elevations of all of the buildings are finished primarily with brick. For the office buildings, additional pre-cast architectural panels with a buff color and acid-washed finish have been used on the fifth floor and roof section on the main elevations fronting the streets, and on half of the side elevations from the bottom to the roof section. One-inch-deep brick reveals have been used on the walls between the windows of each floor. Similar reveals have also been used on the precast architectural panels. For the proposed parking garage building, precast architectural panels have been used on the columns and brick veneer has been employed to

decorate the horizontal elements of each floor. The three buildings are consistent in design, color and finishing materials.

The signage proposed with this DSP includes two identical monument signs and two building-mounted signs. The two monument signs are located at the two vehicular entrances to the site off Harry S Truman Drive and Largo Drive West respectively. The two building signs are on the building façades facing those roadways. The monument signs are composed of a stainless steel brushed finish with cut-out fonts carrying text of “Largo Town Center” and are held by two brick columns with cast stone caps. The two building signs are made of pre-cast architectural panels with street numbers. Judging by the dimensions provided on the site plan, those two types of signs should be within the maximum allowed sign face areas as provided for in DDOZ Standard C for monument signs and Standard I for building signs, which all refer back to Sections 27-613 and 27-614 of the Zoning Ordinance. A condition has been proposed in the recommendation section to require the applicant to provide exact sign face areas for both the building-mounted signs and monument signs in accordance with Sections 27-613 and 27-614 of the Zoning Ordinance prior to certification of this DSP.

**Parking and Loading Requirements:** The parking requirements located in the Site Design Section of the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* establish both maximum and minimum numbers of off-street parking spaces for developments in the Development District Overlay Zone.

**Parking Standards A.** The maximum number of off-street parking spaces permitted for each land use type is required to be equal to the minimum number of required off-street parking spaces in accordance with Section 27-568(a) of the Zoning Ordinance. This DSP includes office and commercial parking uses. The maximum number of off-street parking spaces permitted for the proposed office use is 508.

**Parking Standards B.** The minimum number of off-street parking spaces permitted for each land use is required to be calculated by reducing 20 percent from the maximum number of off-street parking spaces required by Section 27-568(a) of the Zoning Ordinance. The proposed development is wholly within a one-mile radius of the Largo Town Center metro station. The minimum number of required off-street parking spaces for the proposed office use is 406 spaces.

The subject application proposes a multiple-story parking structure with a total of 748 parking spaces and thus complies with the parking requirements of the development district standards. In addition to the parking spaces for the office use, this DSP includes 342 commercial parking spaces that will serve general commuters.

In a letter dated August 19, 2008 (Haller to Zhang), the applicant has provided supporting materials including a Station Access and Capacity Study (released in April 2008) by the Washington Metropolitan Area Transit Authority (WMATA) to demonstrate that a large parking demand exists in the Largo metro center area. According to the study, only a handful of stations have substantial available parking capacity. Unfortunately, the Largo metro station is not one of them. The Largo

metro station has an average 97 percent utilization rate of its existing parking facilities. WMATA is projecting a 56 percent increase in households and a 221 percent increase in job growth in the Largo Town Center Area that will result in a 40 percent increase in ridership and a severe insufficiency of parking. Among the strategies to meet future parking demands, WMATA recommends shared parking with other nearby facilities and parking provided by the private sector. The subject DSP is a private facility in close proximity to the metro station that can help meet the growing parking demand generated by the metro station. The commercial parking at this location is appropriate and will provide some synergy to benefit the proposed development.

Section 27-582 requires one loading space for any office building with a gross floor area between 10,000–100,000 square feet, and one additional loading space for each additional 100,000 square feet of gross floor area (or fraction). The subject application is required to provide a total of three loading spaces. A total of four loading spaces have been provided and therefore the DSP complies with the loading requirement of the Zoning Ordinance.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **The Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas (May 2004):** The sector plan and sectional map amendment amends portions of the 1993 *Approved Master Plan and Sectional Map Amendment for Landover and Vicinity*, the 1990 *Approved Master Plan and Adopted Sectional Map Amendment for Largo-Lottsford, Planning Area 73* and the 1986 *Approved Master Plan and Adopted Sectional Map Amendment for Suitland-District Heights and Vicinity, Planning Areas 72, 73 and 75A*, the 2002 *Prince George's County Approved General Plan*, the 1992 *Prince George's County Historic Sites and Districts Plan*, the 1990 *Approved Public Safety Facilities Master Plan*, and the 1975 *Countywide Trail Plan*. The purpose of the sector plan is to analyze the existing situation and to set forth goals, concepts, guidelines, recommendations and design standards to achieve the development character desired for future development at Morgan Boulevard and Largo Town Center metro core areas and the Central Avenue Corridor Node in the sector plan area, in accordance with goals and policies of the 2002 *Prince George's County Approved General Plan* recommendations for mixed-use, pedestrian- and transit-oriented development in centers and corridors. The sector plan contains a comprehensive rezoning element known as the sectional map amendment (SMA) intended to implement the land use recommendations of the sector plan for the foreseeable future. On March 18, 2004, the Planning Board approved (PGCPB Resolution No. 04-50) the preliminary sector plan and the proposed sectional map amendment. On May 27, 2004, the District Council, by adopting CR-36-2004, approved the sector plan and sectional map amendment for the Morgan Boulevard and Largo Town Center metro areas.

The subject site is located in Subarea 5 of the Largo Town Center metro core area. The *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* rezoned Subarea 5 to the M-U-I Zone and further superimposes a Development District Overlay Zone (DDOZ) over Subarea 5 (see below for a detailed discussion on compliance with the requirements of the M-U-I Zone and development district standards of the Development District Overlay Zone). The subject application has been reviewed for conformance with the approved sector

plan and sectional map amendment and has been found to be in general compliance with the land use and development pattern concepts and recommendations.

No historic sites are on the subject site or in the close vicinity of the site. The application's compliance with environmental infrastructure and transportation system concepts and recommendations has been discussed in detail in the attached memoranda from the Transportation Planning and Environmental Planning Sections, respectively.

The sector plan and sectional map amendment superimposes a Development District Overlay Zone over designated subareas including Subarea 5 in the Largo Town Center metro core areas to ensure that the development of land meets the sector plan goals. The development district standards follow and implement the recommendations in the sector plan and sectional map amendment. The development district standards are organized into three parts, to address site design, building design and public areas for development within the district.

Section 27-548.25(b) requires that in approving the detailed site plan, the Planning Board shall find that the site plan meets applicable development district standards. In general, the subject detailed site plan meets the applicable development district standards. If the applicant intends to deviate from the development district standards, the Planning Board must find that the alternative development district standards will benefit the development and the development district, and will not substantially impair implementation of the sector plan. In this application the applicant has requested modifications of one development district standard as follows:

#### **Site Design**

##### **Building Siting and Setbacks**

#### **D. Building façades shall occupy a minimum of:**

- 1. 80 percent of the property's street-facing frontage in Subareas 3 and 5 of the Largo Town center core area, and Subareas 1, 2 and 3 of the Morgan Boulevard core area.**

**Planning Board Review:** The total street frontage of Parcel O along Largo Drive West, Harry S Truman Drive and the ramp connecting the two streets is approximately 1,100 feet. The frontage occupied by the proposed building façades is about 438 feet, which is 40 percent of the frontage.

In the justification statement, the applicant stated that Parcel O is a unique corner parcel forming an acute angle at the intersection of Largo Drive West and Harry S Truman Drive, exposing a substantially greater amount of street frontage at the corner than either an interior lot or a standard corner lot. However, the site design of the DSP has strived to occupy as much of the street frontage along both Largo Drive West and Harry S Truman Drive as possible. As a result, with the exception of the radial street frontage, the majority of the remainder of the site's frontage is occupied by building façades, access drives and the side elevations of the parking garage. The radial street frontage is designed as a landscaped plaza with seating and architectural trellises as a main pedestrian entrance to the site. The design treatment of the site is acceptable. The requested

modification of the DDOZ standard will benefit the development and the development district by providing an impressive entry plaza, and will not substantially impair the implementation of the approved sector plan.

8. **Zoning Ordinance in the M-U-I (Mixed Use-Infill) Zone and the Development District Overlay Zone (DDOZ):** The M-U-I Zone was introduced in May 2001. The general purpose of the M-U-I Zone is to permit, where recommended in applicable plans, in this case the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas*, a mix of residential and commercial uses as infill development in areas which are already substantially developed. The DSP application has been reviewed for compliance with the requirements of the M-U-I Zone of the Zoning Ordinance, as follows:

- a. The proposed office and commercial parking garage are permitted uses pursuant to the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* (M-U-I in DDOZ, Use Table).
- b. The proposal is also in conformance with the applicable setback requirements for the proposed uses. Section 27-546.18 indicates that C-S-C regulations are applicable to uses other than hotels and motels. For the frontages of the site along both Largo Drive West and Harry S Truman Drive, the DDOZ build-to line standards govern. For Subarea 5, the DDOZ build-to line range is 15–25 feet from the curb edge. The DSP complies with the requirements. For other setbacks, DDOZ site design Standard C specifically states that:

**To facilitate the intent to increase development intensity near Metro stations, the side and rear yard requirements specified in Sections 27-442, 27-462 and 27-546.18 of the Zoning Ordinance, and the minimum building setbacks specified in Section 4.7 of the Landscape Manual are waived.**

The DSP provides a 10-foot setback from the east property line and thus satisfies the applicable regulations.

- c. This DSP also includes a departure from design standards from Section 27-558 of the Zoning Ordinance to reduce the width of parking stalls from the required 9.5 feet to 9 feet and to reduce the length of parking stalls from the required 19 feet to 18 feet.

These requests normally require a separate departure application. However, Section 27-548.25(e) states that if a use would normally require a variance or departure, a separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable development district standards.

In the justification statement, the applicant notes that current parking space dimensions are for surface parking without factoring in the special situation of structured parking. The narrower parking stalls requested will enable the applicant to provide more spaces in a cost-effective way in the parking garage. In fact, the Planning Board, in its previous approvals

including parking structures, has found it acceptable to have narrower parking spaces in a parking garage. The 9-foot-wide parking stall is consistent with the previous approvals of the Planning Board and is acceptable.

The DSP also requests a reduction of the length of the parking stalls from the required 19 feet to 18 feet. The 18-foot-long parking stall is not unusual in a parking garage. The proposed parking garage floor plan shows 90-degree parking spaces with 24-foot-wide drive aisles. The 18-foot parking stall is recommended by the Urban Land Institute (ULI) for structured parking if the width of the drive aisles between the parking spaces is designed as 24 feet in width. The drive aisles proposed in this DSP are consistent with the 24 feet recommended by ULI.

The requested departures that reduce the width of parking spaces in the parking garage from the required 9.5 feet to 9 feet, and reduce the length of parking spaces from 19 feet to 18 feet with 24-foot-wide drive aisles, are consistent with the intent of the sector plan and previous approvals of the Planning Board. The departures are also in general conformance with the applicable DDOZ standards.

- d. Section 27-548.25(b) requires that the Planning Board shall find that the site plan meets applicable development district standards in order to approve a detailed site plan. As discussed in Finding 8, this DSP complies with most of the applicable DDOZ standards except for one as amended. The alternative development standard will benefit the development and the development district, and will not substantially impair implementation of the sector plan.
9. ***Landscape Manual:*** Section 27-548.23(d), Development District Standards, requires that landscaping, screening, and buffering of development shall conform to *Landscape Manual* requirements. Specific landscaping, screening, and buffering also may be required by the development district standards. Development district standards may require specific landscaping, screening, and buffering, but only to meet the goals of the development district and the purposes of the D-D-O Zone.

Landscaping, Buffering, and Screening Standards (J) (pg. 119) under the Site Design Section of the Approved Sector Plan and Sectional Map Amendment explicitly states that Sections 4.2, 4.3, 4.4, 4.6 and 4.7 of the *Landscape Manual* do not apply within the development district. Since the proposed uses are office and a commercial parking garage, the subject DSP is also not subject to Section 4.1, Residential Requirements of the *Landscape Manual*.
10. **Woodland Conservation Ordinance:** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, there are more than 10,000 square feet of existing woodland on-site, and there is a previously approved Type II tree conservation plan covering Parcels N and O.

- a. According to the review by the Environmental Planning Section, there is no forest stand

delineation in the files. The Environmental Planning Section assumes that any assessment of woodlands was performed prior to the approval of the TCPII in 1997.

- b. A revised Type II Tree Conservation Plan, TCPII/051/97-01, was submitted with this DSP. The revised plan proposes clearing a total of 9.06 acres of woodlands. The woodland conservation threshold for this property is 1.6 acres.

The Type II tree conservation plan is in compliance with the environmental infrastructure recommendations and specific development district standards of the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* (May 2004).

- 11. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

- a. The Community Planning Division, in a memorandum dated April 3, 2008, noted that the proposed development is consistent with the 2002 General Plan Development Pattern policies for the Developing Tier. The application is in conformance with the land use recommendations of the Largo-Lottsford and vicinity master plan (1990) for commercial office uses at the proposed development site.
- b. The Transportation Planning Section, in a memorandum dated April 11, 2008, stated that both the access to the site and the on-site circulation are acceptable. The Transportation Planning Section further notes that the subject property is Parcel O of a larger development that was the subject of Preliminary Plan 4-79179. However, there are no other transportation-related conditions within Preliminary Plan 4-79179 that would relate to development on this site. The Transportation Planning Section concludes that a review of the subject plan with the underlying subdivision indicates no issue with the approval of the plan from the standpoint of transportation.

In a separate memorandum from the Transportation Planning Section dated September 4, 2008, on detailed site plan review for master plan trail compliance, the trails planner noted that the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* designates Harry S Truman Drive as a Class III bikeway with appropriate signage. Although the approved sector plan does not specifically recommend bike lanes on this section of Harry S Truman Drive, this section of road will serve as a sidewalk/bikeway corridor. The applicant should provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of this signage. The conditions recommended by the trails planner have been incorporated into the conditions of approval as shown in the recommendation section of this report.

- c. In a memorandum dated March 3, 2008, the Subdivision Section staff provided a brief history of the subject site and indicated that a record plat has been recorded pursuant to the



approval of Preliminary Plan of Subdivision 4-79179 for this site. There are no other subdivision issues at this time.

- d. The Environmental Planning Section, in a memorandum dated August 22, 2008, concluded that the application is in general conformance with the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* (May 2004), and the Woodland Conservation Ordinance subject to minor revisions. The Environmental Planning Section recommends approval of this detailed site plan with three conditions, which have been incorporated into the recommendation section of this report.
- e. The Permit Section, in a memorandum dated February 25, 2008, provided eight comments on the site plan regarding its compliance with the approved sector plan and the parking and loading standards of the Zoning Ordinance. Staff noted that a departure is required for reduction of the size of parking stalls within the garage from 9.5 feet by 19 feet to 9 feet by 18 feet.

**Comment:** All comments except for the departure were addressed by the applicant during the review process. According to Section 27-548.25 if a use would normally require a variance or departure, separate application shall not be required, but the Planning Board shall find in its approval of the site plan that the variance or departure conforms to all applicable development district standards. The applicant has included the departure request in the Statement of Justification. See Finding 8 above for a discussion of the departure request.

- f. The Department of Parks and Recreation (DPR), in a memorandum dated August 20, 2008, provided no comments on this application.
  - g. The Department of Public Works and Transportation (DPW&T) had not responded to the referral request at the time this staff report was written.
12. As required by Section 27-285(b), 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 and the Development District Overlay Zone (DDOZ) standards of the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* 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 recommended APPROVAL of the Type II Tree Conservation Plan (TCPII/51/97-01), and further recommended APPROVAL of Detailed Site Plan DSP-07009 for the above-described land, to the District Council as follows:

- A. Recommends APPROVAL of the alternative development district standard for:

Site Design, Building Siting and Setbacks, Standard D to allow 40 percent of the property's street-facing frontage to be occupied by building façades due to the unique shape of the site.

- B. Recommends APPROVAL of the departure from design standards to reduce the width of parking spaces in the parking garage from the required 9.5 feet to 9 feet; and the length from the required 19 feet to 18 feet with 24-foot-wide drive aisles.
- C. Recommends APPROVAL of Detailed Site Plan DSP-07009 for Largo Town Centre West, Parcel O and Type II Tree Conservation Plan TCPII/51/97-01, subject to the following conditions:
  - 1. Prior to certificate approval of this detailed site plan, the applicant shall:
    - a. Provide information about how the proposed buildings have applied green building techniques to the extent possible, and have incorporated innovative environmental technologies in the building and site design for the subject property whenever possible. If none have been provided, a statement regarding why these techniques were not used shall be submitted.
    - b. Revise the landscape and lighting plan for the site to address the reduction of overall sky glow, the minimization of spillover of light from one property to the next. The plans shall contain the following note:

“Full cut-off optic light fixtures shall be used throughout the development and shall be directed downward to reduce glare and light intrusion.”
    - c. Revise the TCPII to include the entire limits of TCPII/051/97-01 and the woodland conservation worksheet to correctly reflect the woodland conservation requirements for the site, and how it is being fulfilled.
    - d. Provide sign face area calculations for the building-mounted signs and monument signs.
  - 2. Prior to issuance of the first building permit, the applicant, the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$210 to the Department of Public Works and Transportation for the placement of Class III bikeway signage along Harry S Truman Drive. A note to this effect shall be placed on the final plat.

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.

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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 Clark, seconded by Commissioner Cavitt, with Commissioners Clark, Cavitt and Vaughns voting in favor of the motion, and with Commissioners Squire and Parker absent at its regular meeting held on Thursday, September 18, 2008, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 9th day of October 2008.

Oscar S. Rodriguez  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

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