

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with approval of Specific Design Plans pursuant to Part 8, Division 4 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on May 28, 2009, regarding Specific Design Plan SDP-0804 for Largo Town Center (One Largo Metro), the Planning Board finds:

1. **Request:** This application includes 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 companion 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 companion 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**

	<b>Existing</b>	<b>Approved</b>
Zone	M-A-C	M-A-C
Uses	Vacant	Office Complex and ancillary uses
Acreage (Parcel 1-A) <sup>1</sup>	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**

	<b>Required</b>	<b>Approved</b>
Total Garage Parking Spaces:		
By Zoning Ordinance	2,213	-
Proposed with MORLAR Sector Plan and Trip Reductions	-	1,398 <sup>3</sup>
Standard Parking Spaces (9' x 19') <sup>2</sup>	-	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.

<p>A-9903/02          A-9280/07          A-9281/07</p>	<p><i>Pending</i></p>	<p><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 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></p>
<p>A-9280/08          A-9281/08</p>	<p>9/22/08</p>	<p>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.</p>
<p>A-9280/09          A-9281/09</p>	<p>7/21/08</p>	<p>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.</p>

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

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

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

CDP-9002/02	7/27/93	District Council affirms Planning Board approval (PGCPB Resolution No. 93-149) to allow 110 senior housing units on Parcel C in accordance with the third LTC Basic Plan amendment and modifies fee-in-lieu conditions
CDP-9002/03	3/3/94	Planning Board denied request to amend Condition 2 of CDP-9002/01.
<b>CDP-9002-04</b>	<b>3/31/94</b>	<b><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></b> 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.

The applicant will be pursuing Leadership in Energy and Environmental Design (LEED) Silver certification for the building and may incorporate a number of green design techniques into the building including a partial green roof on the one-story entrance pavilion. This rooftop area will double as an outdoor amenity area for office workers. Specific details of the various elements proposed within the rooftop amenity area were not provided on the plans are required to be provided prior to building permit by a condition below.

One of the security walls proposed along the south side of the site's Lottsford Road frontage will double as a monument sign and will feature individually-mounted channel letters identifying "One Largo Metro."

6. **Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements in the M-A-C (Major Activity Center) Zone and the site plan design guidelines of the Zoning Ordinance. Office and commercial retail uses are permitted in the M-A-C Zone.

Section 27-528 of the Zoning Ordinance sets forth the following required findings for approval of a specific design plan:

**(a) Prior to approving a Specific Design Plan, the Planning Board shall find that:**

- (1) The plan conforms to the approved Comprehensive Design Plan, the applicable standards of the Landscape Manual, and except as provided in Section 27-528(a)(1.1), for Specific Design Plans for which an application is filed after December 30, 1996, with the exception of the V-L and V-M Zones, the applicable design guidelines for townhouses set forth in Section 27-274(a)(1)(B) and (a)(11), and the applicable regulations for townhouses set forth in Section 27-433(d) and, as it applies to property in the L-A-C Zones, if any portion lies within one-half (1/2) mile of an existing or Washington Metropolitan Area Transit Authority Metrorail station, the regulation set forth in Section 27-480(d) and (e);**

The subject application is in conformance with the approved comprehensive design plan with several significant exceptions. See below for an analysis of the plan's conformance with the approved comprehensive design plan. The proposed

plan is in compliance with the requirements of the *Prince George's County Landscape Manual* as discussed below.

- (2) The development will be adequately served within a reasonable period of time with existing or programmed public facilities either shown in the appropriate Capital Improvement Program or provided as part of the private development;**

The proposed SDP development will be adequately served within a reasonable period of time with existing or programmed transportation facilities, and the requirements pertaining to transportation facilities under Section 27-528(a)(2) of the Prince George's County Code will be met with the conditions included below.

The required fire and rescue and police facilities have been determined to be adequate and, because no residential uses are proposed, the development will not impact the capacity of public schools. In addition, the site is in water Category 3 and sewer Category 3, Community System.

- (3) Adequate provision has been made for draining surface water so that there are no adverse effects on either the subject property or adjacent properties; and**

The site has an approved Stormwater Management Concept Plan, 41402-2008-00, which is valid through January 6, 2012. Although comments were received from the Department of Public Works and Transportation, they failed to indicate whether or not the specific design plan is consistent with the approved stormwater management concept plan. Such verification is required prior to signature approval of the plans pursuant to a condition below.

- (4) The plan is in conformance with an approved Tree Conservation Plan.**

This property is not subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because there are less than 10,000 square feet of woodlands on-site and there are no previous tree conservation plans. A standard letter of exemption has been submitted.

7. **Amended Basic Plans A-9280 and A-9281:** On January 14, 1993, the District Council approved the third amendment to Basic Plans A-9280 and A-9281 for the Largo Town Center, subject to 15 conditions and 14 considerations, of which the following conditions are applicable to the review of this SDP and warrant discussion as follows:

5. **The open space network shall include a substantial urban park or plaza northwest of the intersection of Harry S Truman Drive and Lottsford Road. The park shall show an intent for a strong visual connection to the open space leading from the lake southeast of Lottsford Road.**

This condition was modified by Condition 5 of CDP-9002/04. The applicant is now proposing to eliminate the condition altogether in the companion application for CDP-9002/10. See below for a detailed discussion of the urban park and Condition 5 of CDP-9002/04.

6. **The pedestrian system shall be expanded to show the intent for pedestrian systems separate from the road to connect to all development envelopes. Potential grade separated crossing shall be shown across Lottsford Road and Largo Center Drive. Such crossing shall be shown where open space connections are proposed between land uses.**

No open space connections are proposed between land uses across Lottsford Road. Existing at-grade crosswalks are available for pedestrians to cross Lottsford Road at its intersection with both Grand Boulevard and Harry S Truman Drive.

8. **Comprehensive Design Plans:**

**CDP-8804:** On October 31, 1988, the District Council approved Comprehensive Design Plan CDP-8804 subject to 16 conditions, of which the following are applicable to the subject SDP and warrant discussion as follows:

3. **The design guidelines section of the text shall be amended to include the following guidelines:**

**Architectural Standards**

- **Buildings within a parcel shall be grouped so that their relationships create a sense of outdoor space appropriate for an urban center, not randomly located on the site.**

The proposed grouping of the ten- and thirteen-story office towers, entrance pavilion, and parking garage provide the opportunity for an urban plaza proximate to the Metro station; however, the full potential of the space will not be realized under the applicant's proposal. The urban plaza connects the office towers to the

Metro platform and is flanked on the west side by the retail component of the development. Pedestrian access to the Metro station is proposed to be routed through the urban plaza via a connection to the existing sidewalk on the south side of Grand Boulevard. As such, the urban plaza has the potential to be a vibrant pedestrian thoroughfare and amenity space for both office workers and LTC resident commuters. The plaza should be enhanced to improve its accessibility to and from the surrounding community and to enhance its overall quality of design. Upgrades to the plaza are required by several conditions below.

- **All buildings within one parcel or substage shall have compatibility of exterior materials, scale, massing, and style.**

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 precast concrete. Vertical and horizontal elements are mimicked on each façade, creating a rhythmic modulation.

- **Commercial buildings will provide street level interest along exterior perimeter of building with landscape or architectural ornamentation.**

Since the building is set back a minimum of 40 feet in most locations due to the security requirements of the proposed tenant and setback requirements of previous CDP approvals, the building itself does not contribute strongly to street level interest. A segmented and staggered network of formed concrete security walls is proposed along the site's street frontage. These walls feature a colored, stone-like pattern and will be softened with landscaping.

Several bioretention facilities are proposed adjacent to the rights-of-way, which could provide opportunities for additional visual interest if designed and landscaped appropriately. Detailed plans of these facilities are required to be provided by a condition below to ensure that they have been designed in an attractive manner appropriate for their highly visible locations.

An additional small pedestrian amenity space is also required near the intersection of Lottsford Road and Harry S Truman Drive and will further enliven the streetscape. This additional amenity space is discussed in detail below.

- **Mechanical equipment or other utility hardware on roof, ground, or buildings shall be screened from public view with materials harmonious to the building, or they shall be located so as not to be visible from any public ways.**

Rooftop mechanical equipment is completely screened by parapets and/or penthouse structures. Several transformers and generators are proposed within the loading area between the office buildings and the parking structure. These facilities are screened from the urban plaza and retail area by extensive landscaping and a substantial change in elevation. These items are proposed to be located at the rear of the loading area, which is screened from Lottsford Road by landscaping and several security walls.

- **Refuse and waste removal areas, service yards, and large loading areas shall be screened from view from public ways with materials harmonious to the building.**

As discussed above, the loading area is located between the office buildings and the parking structure. These facilities are screened from the urban plaza and retail area by extensive landscaping and a substantial change in elevation and are screened from Lottsford Road by landscaping and several security walls.

#### **Parking Area Standards**

- **Keep parking structures away from streets or provide them with landscaping or architectural ornamentation which disguises their function.**

As discussed above, the parking structure incorporates the same finish materials, articulation, and glazing system as the office buildings. Although the parking structure is adjacent to the street, the high quality of its design and materials enhances its appearance and disguises its function.

#### **Pedestrian Interest**

**A walkable community with a high level of pedestrian activity is appropriate for an urban new town center and shall be encouraged by creating street level interest, visual connections to destination points, and pedestrian connections between all parcels, recreational activities, and off-site uses. Details which have a positive effect on pedestrian attitudes such as special paving areas, canopies, seasonal plant material, decoration, and street and building layouts which allow the land and open space to be more visible to all new town residents, shall be encouraged. Uses in the retail center which encourage community interaction, such as restaurants (not fast food), cafes, bars, and theatres, shall be encouraged.**

Although the proposal includes an urban plaza connecting to the Metro station, the design and details of the plaza do not fully satisfy the intent of this condition.

Walkability is critical considering the site's adjacency to the Metro station. While the proposal includes a connection between the urban plaza and the existing sidewalk along Grand Boulevard, this connection should be widened to the extent possible to enhance the visual and pedestrian connection to this open space amenity.

The applicant submitted an exhibit showing the proposed boundaries of the relocated one-acre urban park to include the green area between the plaza area and the sidewalk along Grand Boulevard; however, this green area is shown as a passive open space and is not incorporated into the overall design of the urban park. The bioretention facility and low security walls proposed within this green area provide unique opportunities for establishing an interesting park-like space, which would balance the urban character of the adjacent plaza. Since the urban park is proposed to be relocated from the intersection of Harry S Truman Drive and Lottsford Road to the northwest portion of the property, maximizing its visibility from and connection to the existing community is crucial. The plaza and adjacent green area shall be integrated so that one cohesive, navigable pedestrian amenity space is provided from the edge of the sidewalk along Grand Boulevard to the retail frontages on the south side of the plaza. The green area should be enhanced with additional shade trees, site furnishings such as tables and chairs and/or benches placed on pervious surface materials, and meandering secondary pedestrian paths. The bioretention facility and security walls should be designed to serve as spatial dividers and/or visual focal points. Several conditions below will ensure that the plaza and adjacent green area are adequately enhanced.

The Metro station is a key destination point within the Largo Town Center. As such, visual connections to the station are critical for pedestrian wayfinding. The height and location of the proposed building make a direct visual connection to the station impractical; however, proper pedestrian-oriented design will direct traffic toward the station. Grand Boulevard is the main pedestrian route to the Metro station from the north and west portions of Largo Town Center. Currently, the streetscape along Grand Boulevard is virtually nonexistent—the view from Lottsford Road is stark and uninviting. An eight-foot-wide sidewalk is required along the site's frontage along Grand Boulevard to accommodate pedestrian and bicycle traffic. Street trees should also be provided between the sidewalk and the curb in order to soften the street edge and provide an attractive pedestrian-scale environment. Several conditions will ensure that the Grand Boulevard streetscape is enhanced.

- 4. In order to coordinate street tree plantings with on-site plantings, applicants for SDP's shall be required to submit a proposed street plan showing location of proposed utilities, street lights, signs, and curb and Department of Public Works street tree permit application along with the SDP.**

The plans submitted for review do not show any proposed improvements within the right-of-way. All adjacent streets and sidewalks have been constructed. The applicant is required by a condition below to submit a plan in accordance with the above condition illustrating any street improvements required by DPW&T prior to certification of the specific design plan.

**7. All recommendations of the Trails staff memorandum of September 29, 1988 shall be considerations to be complied within SDP applications.**

The trails memorandum referenced in this condition cannot be located within the official record of CDP-8804; however, detailed analysis of various issues relating to trails is provided below.

**CDP-8905:** On September 25, 1989, the District Council approved Comprehensive Design Plan CDP-8905 subject to 12 conditions, of which the following are applicable to the subject SDP and warrant discussion as follows:

**1. All proposals and conditions of approval of CDP-8804 for Largo Town Center shall remain in full force and effect, except as specifically modified by the following conditions of approval adopted for CDP-8905.**

The applicable conditions of approval of CDP-8804 are discussed above.

**8. The design standards shall be revised as follows:**

- c. Buildings and parking areas along public streets with less than standard greenways in the right-of-way, such as Lottsford Road and Arena Drive, shall be carefully located and set back, to the extent possible, to create a near-standard situation, and to allow adequate space for utilities, public sidewalks, and the landscaping required by CDP-8804.**

The proposed buildings are set back far enough to allow adequate space for roadside plantings and the extension of utilities.

**11. The urban park on Parcel D shall be sized in a manner consistent with the overall site plan configuration and phasing strategy. This condition shall in no way affect or modify Condition No. 5 of the amended Basic Plan requiring a substantial urban park or plaza with a strong visual connection to the open space leading from the lake.**

This condition was modified by Condition 5 of CDP-9002/04, which required a one-acre urban park on Parcel D. A detailed discussion of this condition is provided below.

**CDP-9002:** On April 16, 1990, the District Council approved Comprehensive Design Plan CDP-9002 subject to four conditions, of which the following are applicable to the subject SDP and warrant discussion as follows:

- 1. All proposals and conditions of approval of CDP-8804 and CDP-8905 for Largo Town Center shall remain in full force and effect, except as specifically modified by the following conditions of approval adopted for this proposal (CDP-9002).**

The applicable conditions of approval of CDP-8804 and CDP-8905 are discussed above.

**CDP-9002/01:** On July 30, 1991, the District Council approved Comprehensive Design Plan CDP-9002/01 subject to ten conditions and one consideration, of which the following are applicable to the subject SDP and warrant discussion as follows:

- 9. The one major entrance sign (T-1) at the intersection of Route 202 and Arena Drive and the secondary entrance sign (T-2) at the intersection of Harry S Truman Drive and Lottsford Road as shown on the approved Comprehensive Design Plan signage plan, shall be constructed by the applicant, Largo C. L. Limited Partnership and Colton and Laskin Equities, Inc., prior to December 31, 1991. The remaining T-1 and T-2 signs as shown on the approved Comprehensive Design Plan signage plan, shall be constructed by the applicant at the time of development of the parcels on which those signs are located. In the event construction is not completed by such time, no further building or grading permits and no further Specific Design Plans shall be approved until such time as construction is complete, except for Parcels A, D, and I.**

The secondary entrance sign (T-2) required at the intersection of Harry S Truman Drive and Lottsford Road was never constructed; however, the current proposal includes signage on the security wall near the intersection of Harry S Truman Drive and Lottsford Road identifying "One Largo Metro." Pedestrian scale signage identifying the Largo Town Center is also required to be incorporated into the design of the plaza adjacent to the Metro station.

#### **Consideration**

- 1. The applicant will provide the Lake Arbor Civic Association and any party of record the opportunity for architectural review 45 days prior to Planning Board approval of a Specific Design Plan. Further, the applicant agrees to meet with the civic association within that 45 day period to discuss any concerns.**

A notification letter was sent to all parties of record, including the Lake Arbor Civic Association, on November 24, 2008 describing the nature of the project and offering

additional information upon request. A similar letter was mailed on March 13, 2009 to notify all parties of the Maryland-National Capital Park and Planning Commission's (M-NCPPC) impending acceptance of the applications. In addition, the applicant held a meeting with area civic associations on April 8, 2009 to discuss the application and review the proposed architectural renderings and elevations. According to the applicant, the Lake Arbor Civic Association was invited to this meeting, but a representative did not attend.

**CDP-9002/04 as modified by CDP-9002/10:** On May 17, 1994, the District Council approved Comprehensive Design Plan CDP-9002/04 subject to 15 conditions. CDP-9002/10 was submitted for review concurrently with this SDP application and proposes to eliminate several conditions of CDP-9002/04. The following conditions, either as originally approved with CDP-9002/04 or as modified by CDP-9002/10, are applicable to the subject application and warrant discussion:

1. **The following design guidelines shall apply to Parcel D:**
  - a. **Minimum green area** **55%**
  - b. **Minimum building setback to public streets** **40 ft.**
  - c. **Maximum Building Height** **170 ft.**  
**(for buildings adjacent to future Metro station)** **(12 stories)**  
**(for all other buildings)** **142 ft.**

The applicant has requested several amendments to these standards for Parcel 1-A through companion application CDP-9002/10:

**Minimum green area:** The applicant has requested an amendment to the minimum green area requirement from 55 percent to 35 percent in recognition of the urbanized nature of the proposed development and its location adjacent to the Metro station.

The Planning Board concurs with the applicant's assertion that a 55 percent green space requirement is not appropriate considering the urban nature of the site and its proximity to the Metro station and approved of the reduction to 35 percent.

**Setbacks:** The applicant has requested an amendment of the minimum building setback from public streets in four specific locations: the eight-foot-high fence around the proposed day care center's outdoor play area, the guard booths at the two main entrances, a portion of the parking garage along Harry S Truman Drive, and several security walls. The Planning Board concurs with the applicant's justification that the reductions are necessary due largely to security requirements and that impacts on adjacent properties as a result of the proposed setback reductions will be minimal and approved the requested setback reductions.

**Building Height:** The applicant has requested an amendment of the maximum building height limits of 170 feet and 12 stories to allow the construction of a 208-foot-high, 13-story building. The Planning Board concurs with the applicant's assertion that the

38-foot, one-story increase in maximum building height will have no appreciable effect on the visual image of the property or surrounding properties and approved of the requested increase in maximum building height.

The Planning Board approved the requested modifications to Condition 1 of CDP-9002/04 through the companion comprehensive design plan amendment CDP-9002/10. Such modifications resulted in Condition No. 3 of PGCPB Resolution No. 09-86 for CDP-9002/10:

**3. The following design guidelines shall apply to Parcel 1-A and Parcel 1-B:**

- |            |   |  |
|------------|---|--|
| <b>(1)</b> | <b>Minimum green area</b>   | <b>35%</b>   |
| <b>(2)</b> | <b>Minimum building setback to public streets</b><br><b>(except for the 4 specific locations where reduced setbacks are approved by this CDP amendment)</b> | <b>40 ft.</b>  |
| <b>(3)</b> | <b>Maximum Building Height</b>  | <b>208 ft. for Parcel 1-A only</b><br><b>142 ft. for Parcel 1-B only</b> |

The current proposal is in conformance with Condition 1 of CDP-9002/04 as modified by Condition 3 of CDP-9002/10.

- 2. A maximum of 50 percent of the gross floor area for each building adjacent to the urban plaza in Parcel 'D' shall be devoted to either accessory or ancillary retail uses pursuant to Section 27-107.01(a)(245) or pursuant to the definition of ancillary use as defined in Finding 3 of CDP-9002/01. Any individual retail use within Parcel 'D' shall not exceed a gross floor area of 7,500 square feet.**

The applicant has requested the elimination of this condition through the companion CDP amendment, CDP-9002/10. The Planning Board approved the elimination of this condition. Although the one-story building adjacent to the parking garage is 100% retail, the Planning Board found that the applicant's proposal is in keeping with the intent of the original condition and that no decrease in density would be required.

- 3. Prior to certification, a Conceptual Landscape Plan and Sections shall be provided. The plan shall pay particular attention to the transitional areas between the office buildings and the possible future metro station, and the proposed residential parcels across Lottsford Road. Landscaping should not only function as a transition between the uses, but should provide pedestrian level interest as well. All future Specific Design Plans shall conform to this plan.**

A conceptual landscape plan and sections were certified under CDP-9002/04. The plans show a linear park along the western edge of Parcel D adjacent to the Metro site. As a result of the construction of the surface kiss-and-ride lot on a portion of the west side of the property and the construction of Grand Boulevard, the only portion of the conceptual linear park on Parcel D, subject to this SDP, that is not paved is in the vicinity of the proposed urban plaza.

The conceptual landscape plan also called for a 40-foot-wide buffer along Lottsford Road between buildings and/or parking and the right-of-way to include a minimum three-foot-high berm and 120 plant units per 100 linear feet of frontage. The applicant's proposal includes a 40-foot setback for the main building along Lottsford Road and landscaping. The provision of 120 plant units per 100 linear feet is not feasible based on the proposed design; the paved access to the required security checkpoint and two stormwater management facilities are located within the required 40-foot-wide bufferyard and cannot be planted. The remaining portion of the bufferyard features a combination of low walls and plant material that meets the intent of the landscaping and berming requirements set forth by the conceptual landscape plan approved with CDP-9002/04.

Since security requirements particular to the federal tenant prohibit conformance to the previously approved conceptual landscape plan, prior to signature approval of the comprehensive design plan, an alternative conceptual landscape plan is required to be provided in accordance with Condition 3 above, which will be applicable to any federal tenant or other tenant with similarly stringent security requirements. Prior to signature approval of this specific design plan, the landscape plan should be revised, if necessary, to demonstrate conformance with this alternate conceptual landscape plan. A condition below will ensure that the two plans are consistent prior to certification of the SDP.

**4. Prior to certificate approval, the Comprehensive Design Plan shall be revised to include the updated density information contained in the findings of the [Planning Board] resolution.**

The Planning Board resolution that approved CDP-9002/04 (PGCPB Resolution No. 94-119) indicates on pages 2 and 3 that the total achievable density for all of Parcel D is 1,370,000 square feet if Parcels E and H combined are developed residentially (which has occurred). The CDP provides a table showing the revised density/intensity data associated with the subject portion of Parcel D, including the future data associated with the future development staging on the remaining Parcel 1-B portion of Parcel D. This data was required to be revised to reflect the slightly reduced density available for Parcel D with the reduction of the green space requirement. The current proposal is within this new cap.

**5. The surface parking facility located at the intersection of Lottsford Road and Harry S Truman Drive shall be reduced to provide visitor parking and a one-acre urban park and shall include an amenities package of landscaping**

**and design features. Specifically the urban park at the location of the entrance driveways off Lottsford Road and Harry S Truman Drive shall include an amenity package which may consist of, but not be limited to, the following: two sitting areas, gateway signage indicating the entrance to the Largo Town Center, extensive landscaping and berming to mitigate the adverse affect of headlights on the adjacent parcels and pedestrian paths.**

The applicant has requested the elimination of this condition through the companion CDP amendment, CDP-9002/10, due to the elimination of the surface parking lot and relocation of the urban park to the northwest portion of Parcel 1-A, adjacent to the Metro station. Rather than eliminating Condition 5 entirely, the Planning Board modified it to remove the reference to the surface parking facility and to state that the one-acre urban park may be located in the northwest portion of Parcel 1-A. The proposed entry plaza should include the details and amenities specified in Condition 5, with the exception of berming which is not appropriate or necessary at this location, and is required to be designed as a vibrant, urban pedestrian space, which is essential at such a prominent location adjacent to a Metro station.

Because the urban park was originally intended to be located at the intersection of Lottsford Road and Harry S Truman Drive, it seems appropriate for the main metro entry plaza to be supplemented by an additional, secondary pedestrian amenity space near the intersection of those two streets. The design of this space shall integrate the proposed security walls as amenities, i.e. to divide the space and/or screen the space from the roadway. Landscaping is also required to be incorporated into the design at this high-visibility corner. A condition below requires this additional amenity area.

- 6. The setback of the parking lot and parking structure adjacent to Lottsford Road shall be increased from a minimum of 15 feet to a minimum of 50 feet and shall include berming and extensive landscaping to buffer the view of the parking lot and parking structure from the street. There shall be no more than two entrances to the parking lot and parking structure from Lottsford Road.**

The applicant has requested the elimination of this condition through the companion CDP amendment, CDP-9002/10, because a parking lot and parking structure are no longer proposed adjacent to Lottsford Road. The Planning Board does not concur with the applicant's assertion that it is necessary to eliminate this condition. Since the applicant's proposal does not include a parking garage along the site's Lottsford Road frontage and the parking garage is not proposed to be accessed via Lottsford Road, the above condition is not applicable to the SDP. If, however, the plan is revised in the future to include surface and/or structured parking along Lottsford Road, the above condition will apply to ensure that such parking would not dominate the streetscape along Lottsford Road.

- 7. All buildings adjacent to Lottsford Road shall be designed so that each story above the sixth story shall be stepped back from the preceding story, thereby creating a “notched” design.**

The applicant has requested the elimination of this condition through the companion CDP amendment, CDP-9002/10. The Planning Board concurs with the applicant’s assertion that the combination of building massing and setbacks along Lottsford Road will sufficiently mitigate the buildings’ impact on the residential structures across Lottsford Road and approved the elimination of this condition.

- 8. The maximum height of the structured parking adjacent to Lottsford Road shall not exceed three stories and the maximum height of the structured parking adjacent to Harry S Truman Drive shall not exceed five stories.**

The applicant has requested the elimination of this condition, not the companion CDP amendment, CDP-9002/10. The Planning Board found that it is not necessary to eliminate this condition. The parking garage along Harry S Truman Drive is proposed to be five stories in height. In order to accommodate possible future revisions to parking demand and/or requirements based on the ultimate use of the property and/or tenant, the Planning Board approved the revision of the above condition to allow a maximum height of three stories for any parking garage proposed adjacent to Lottsford Road and a maximum height of six stories for any parking garage proposed adjacent to Harry S Truman Drive. The SDP proposal is in conformance with the above condition as modified by CDP-9002/10.

- 9. Best efforts shall be used to obtain 25 percent minority participation in the construction and development of the Parcel D project with the understanding that such minority participation shall be representative of the demographics of the minority population in the surrounding community.**

The applicant has indicated that best efforts will be used to obtain at least 25 percent minority participation in the construction/development process. This condition is carried forward as a condition of approval of this specific design plan.

- 10. A contribution of \$150,000 total shall be made by the applicant toward the expansion of the Lake Arbor community recreational facility. This contribution shall be paid in two phases with the first payment of \$50,000 to be paid prior to the issuance of any building permit within Parcel ‘D’ and the final payment of \$100,000 to be paid prior to the issuance of any building permit in excess of 545,000 square feet. Said contribution shall be paid to The Maryland-National Capital Park and Planning Commission to be held in an interest bearing escrow account to be established specifically for the benefit of the Lake Arbor community recreational facility. During review of any Specific Design Plan, the Planning Board (and the District Council if**

**reviewed or appealed) shall consider the adequacy of active recreational facilities to serve on-site employees and any fee in-lieu thereof.**

The applicant has requested the elimination of this condition through the companion CDP amendment, CDP-9002/10, and submitted the following justification in support of this request:

The applicant requests eliminating this condition entirely because of the additional expense required to build the parking garage in lieu of the existing CDP requirement for a simple surface parking lot. This parking garage is an amenity that supports the urban TOD nature of this office complex and eliminates a large open area of surface parking typically found in suburban employment areas. Furthermore, the applicant is providing the Metro entry plaza as an urban pedestrian-oriented open space amenity of over one-acre. This pedestrian open space area will contain various streetscape and green space amenities to make it an inviting area for office workers, Metro users, and the residents of the Lake Arbor community and other LTC residents. LTC residents will thus have the advantage of enjoying a vibrant urban streetscape promenade at the Metro entry plaza as well as the quiet and natural amenity of Lake Largo Park.

The Planning Board found that this condition should not be carried forward as a condition of approval of the comprehensive design plan CDP-9002/10 because there is an insufficient connection, or legal nexus, between the subject property and the Lake Arbor residential subdivision, which is not within the land area covered by the comprehensive design plan. Therefore, this condition shall not be applicable to the subject property.

- 11. Largo Town Center, including Parcel 'D', shall be capped at uses which generate no more than 3,152 (2,543 in, 609 out) AM peak hour vehicle trips or 4,958 (1,792 in, 3,166 out) PM peak hour vehicle trips.**

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.

- 12. The "vested development rights" for Parcel 'D' are defined as the base condition (545,000 square feet), plus 120,000 square feet (if and only if Parcels E and H are converted from commercial to residential development), plus any additional transfer of development to Parcel 'D' by the Planning Board and/or the District Council. The "additional increment of gross office floor area" referred to in Conditions 13 and 15 is that development which exceeds the vested development rights, as defined above. Under this**

**Comprehensive Development Plan approval, development within Largo Town Center is limited to 2.3 million square feet of commercial space.**

The proposed SDP is within the vested development rights thus far approved for Parcel D and does not exceed the overall cap of 2.3 million square feet of commercial space for the LTC. Parcels E and H have been developed with residential uses.

**13. Prior to the issuance of any building permits for the following additional increments of space on Parcel 'D' of Largo Town Center, the applicant, his heirs, successors and/or assigns, shall provide (one or more) of the following:**

**a. The initiation of a transportation demand management (TDM) program within Parcel 'D', and the establishment of a transportation management association (TMA) to oversee the TDM program.**

**i. The applicant, his heirs, successors and/or assigns, shall provide no fewer than four consecutive quarterly monitoring reports prepared by the TMA. These reports shall be reviewed by the Transportation and Public Facilities Division, and shall indicate the gross square footage, the occupancy rate, and peak hour trips (inbound and outbound) generated within Parcel 'D' at the time of each report.**

**ii. Provided the TDM program initiated within Parcel 'D' and conducted in accordance with (i) above is demonstrated to be effective, an additional increment of 175,000 square feet of gross floor area shall be approved within Parcel 'D'. In the event said TDM program is not demonstrated to be as effective as proposed (i.e., the assumed trip reduction objective is not attained), the additional increment of gross floor area shall be adjusted in accordance with the following formula:**

**Reduction of trips through TDM (trips)**

**Actual Measured Parcel D TIP Generation Rate  
(trips/sq. ft.)**

Although the federal tenant requires a TDM program, the applicant is not using TDM as a justification for an increase in density.

**b. The initiation of a TDM program within the entire LTC (including Parcel 'D'), and the establishment of a TMA to oversee the TDM program.**

- i. **The applicant, his heirs, successors and/or assigns, shall provide no fewer than four consecutive quarterly monitoring reports prepared by the TMA. These reports shall be reviewed by the Transportation and Public Facilities Planning Division, and shall indicate the amounts of office, retail, hotel and residential (by unit type) development, the occupancy rate, and peak hour trips (inbound and outbound) generated within the Largo Town Center at the time of each report.**
- ii. **Provided the TDM program initiated within the entire Largo Town Center, including Parcel 'D', and conducted in accordance with (i) above is demonstrated to be effective, an additional increment of 445,000 square feet of gross floor area shall be approved within Parcel 'D'. In the event said TDM program is not demonstrated to be effective as proposed (i.e., the assumed trip reduction objective is not attained), the additional increment of gross floor area shall be adjusted in accordance with the following formula:**

**(Reduction of trips through TDM (trips)**

**Actual Measured Parcel D Trip Generation Rate**  
**(trips /sq. ft.)**

The rail station is built and the applicant is claiming the additional increment within the total 1,370,000-square-foot cap for the subject property. The applicant is not proposing to utilize density from TDM programs to reach the development cap.

14. **In the event that the trip reduction measures (TDM programs) contained in Conditions 13.1. and 13.b. are determined by the applicant to be infeasible, the applicant, his heirs, successors and/or assigns, shall demonstrate that the improvements described in Condition 15 are fully funded in any one or more of the following ways:**
  - a. **One hundred percent construction funding in the first three years of an approved CIP and/or the current State CTP.**
  - b. **Provide suitable financial assurances for full (100 percent) private sector funding for design, right-of-way costs and construction [in a manner suitable to the Department of Public Works and Transportation (DPW&T) and/or the State Highway Administration (SHA)] including construction permits and a written agreement with DPW&T and/or SHA to commence and complete construction.**

- c. Provide a road club agreement between the applicant and other interested private sector parties acceptable to DPW&T, SHA and the Planning Department which is consistent with the requirement of 14.a. above.**

All of the improvements described in Condition 14 have been constructed and are fully operational.

- 15. If the applicant opts to comply with Condition 14 (in lieu of Condition 13.a. and 13.b.), an additional increment of 445,000 square feet of gross floor area shall be approved within Parcel 'D'. The improvements to be funded in accordance with Condition 14 include the following:**
  - a. A third through lane on southbound MD 202, largely within the existing median, beginning at the end of the loop ramp from southbound I-95 and ending at the Arena Drive/Lake Arbor Way intersection.**
  - b. A third through lane and reconstructed shoulder on northbound MD 202, largely along the existing outside shoulder, beginning 1,500 feet north of the Arena Drive/Lake Arbor Way intersection and ending at the Lottsford Road intersection. In conjunction with this improvement, an acceleration lane on northbound MD 202 at Lottsford Road will be provided.**
  - c. A second lane on the ramp from northbound MD 202 to northbound I-95 beginning at the MD 202 ramp terminal and ending prior to the I-95 ramp terminal (striping would delineate two two-lane diverges from three approach lanes at the MD 202 ramp terminal).**
  - d. A reconstructed auxiliary lane on southbound MD 202 between the directional ramp from northbound I-95 and the right-turn lane to McCormick Drive.**
  - e. A third left-turn lane on the McCormick Drive approach to MD 202.**
  - f. A second left-turn lane on the southbound MD 202 approach to Lottsford Road.**
  - g. A fifth approach lane on the eastbound Lottsford Road approach to MD 202 so as to provide two left-turn lanes, two through lanes, and a free right-turn lane.**

All of the improvements described in Condition 15 have been constructed and are fully operational. The additional increment has been included in the density allotted to Parcel D.

9. **Preliminary Plan of Subdivision 4-88195:** On June 16, 1988, the Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-88195 (PGCPB Resolution No. 88-558) subject to 22 conditions, of which the following are applicable to the subject SDP and warrant discussion as follows:

2. **As part of the Specific Design Plan submittal, adequate easements shall be shown along Lottsford Road for public improvements, such as sidewalks, signs and street lights.**

Sidewalks and streetlights have been constructed along Lottsford Road and are located within the right-of-way, thereby eliminating the need for easements as described in the above condition.

7. **Development shall be in compliance with the approved conceptual stormwater management plan, CSP 88345-23, or subsequent revisions thereto.**

Conceptual Stormwater Management Plan CSP 88345-23 has been superseded by Stormwater Management Concept Plan 41402-2008-00, which is valid through January 6, 2012. Although comments were received from the Department of Public Works and Transportation, they failed to indicate whether or not the specific design plan is consistent with the approved stormwater management concept plan. Such verification is required prior to signature approval of the plans pursuant to a condition below.

10. ***Prince George's County Landscape Manual:*** The proposed development is subject to Section 4.2, Commercial and Industrial Landscape Strip Requirements, and Section 4.4, Screening Requirements, of the Landscape Manual. The plans are in conformance with the applicable requirements of the Landscape Manual.
11. **Woodland Conservation and Tree Preservation Ordinance:** This property is not subject to the provisions of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because there are less than 10,000 square feet of woodlands on-site and there are no previous tree conservation plans. A standard letter of exemption has been submitted.
12. **Planning Board Analysis:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

**Transportation:** The subject property consists of the southern portion of approximately 19.1 acres of land, known as Parcel D, in the Largo Town Center (LTC), which is adjacent to the Largo Metro Station. Specifically, the subject property consists of Parcel 1-A, approximately 11.8 acres

of land located on the northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive, south of Grand Boulevard, an existing multilane roadway extending west from Lottsford Road to the Largo Metro parking garage. The original Parcel 1, also known as Parcel D, was subdivided into two Parcels 1-A and 1-B, as part of an agreement between the property owner, the Washington Metropolitan Area Transit Authority (WMATA), and the County which resulted in dedication and partial construction of Grand Boulevard. The subject parcel is zoned M-A-C.

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

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

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

With regard to parking, the applicant is proposing a five-story parking garage that will contain a total of 1,398 parking spaces. The peak parking demand analysis provided by the applicant's traffic consultant, using the approved procedures outlined by the Urban Land Institute, indicates that the maximum peak parking demand for the proposed uses are equal to 1,398, which is equal to the number of parking spaces proposed by the applicant. Using the minimum parking requirements as outlined by Section 27-568 of the Zoning Ordinance for the proposed uses, the applicant is required to submit a minimum of 2,213 parking spaces. Considering the site's close proximity to the Metro station and the applicant's willingness to fund and implement effective trip reduction measures and inclusion of a TDM program for the site as required, staff 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 applicant also is requesting approval of a design departure allowing a six-inch departure from the standard width of parking spaces as well,

reducing the required 11 loading spaces to only five. Staff has no objection to the proposed departure from parking standard width or the required number of loading bays.

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 a two lane 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.

**Trails:** The adopted and approved Morgan Boulevard and Largo Town Center Metro Areas sector plan includes several master plan trail, bikeway, and sidewalk recommendations in the vicinity of the subject site. The Sidewalk, Trails, and Bikeway Section recommends AASHTO (American Association of State Highway and Transportation Officials) bike lanes and wide sidewalks along both sides of Grand Boulevard (Sector Plan, p. 43). Currently, a six-foot-wide sidewalk exists along Grand Boulevard, but no striping for bike lanes has been provided.

The sector plan also recommends trail/bikeway corridors along Harry S Truman Drive and Lottsford Road (Sector Plan, Map 11, p. 38). Harry S Truman Drive has been constructed with a wide sidewalk along the entire east side. This sidewalk varies in width from six to seven feet across the frontage of the subject property. Striping for designated bike lanes should be considered by DPW&T at the time of road resurfacing or improvement. Bikeway signage is required to alert motorists to the possibility of bicycle traffic.

Lottsford Road has an existing six-foot-wide sidewalk along the frontage of the subject site. Bikeway signage is also required to be installed along this road. Bike lanes may also be appropriate along this corridor and should also be considered by DPW&T at the time of road resurfacing or improvement.

A wide pedestrian plaza is provided between the proposed parking garage and the existing Metro station. On the subject site, the majority of this plaza is approximately 60 feet in width, including planting areas. This plaza provides access from the Metro station to the parking garage, proposed retail space, and the office building. The Planning Board finds that this pedestrian plaza is an adequate means of accommodating a high volume of pedestrian traffic to the Metro station. Pedestrian amenities such as public art, fountains, benches, trash receptacles, and gazebos may be appropriate in the pedestrian plaza, as noted in the Parks and Plazas Section of the DDOZ (Sector Plan, p. 115).

The Planning Board finds that the pedestrian/open space is better utilized between the proposed office building and the Metro station than it would have been on Lottsford Road as previously proposed. However, an improved, more inviting pedestrian walkway along Grand Boulevard is appropriate to better accommodate pedestrians walking directly to the Metro station and to better connect the planned pedestrian plaza with the streetscape along Lottsford Road and the surrounding community. Currently, a six-foot-wide sidewalk is provided along Grand Boulevard.

However, there is very little landscaping provided and, in some areas, the sidewalk is immediately behind the curb. This combines to make for an uninviting streetscape along Grand Boulevard. A well landscaped and wide sidewalk will provide a much more inviting pedestrian environment along the road and better connect the pedestrian plaza with the rest of the community. A minimum eight-foot-wide sidewalk along the subject site's frontage of Grand Boulevard with enhanced landscaping and pedestrian scale lighting is required to be provided by a condition below.

The sector plan also recommends designated bike lanes along both sides of Grand Boulevard (Sector Plan, p. 43). This was anticipated as a part of the initial road construction. However, because the striping was not provided at that time, it will have to be provided as part of future road repaving or improvements.

Also recommended in the Sidewalk, Trails, and Bikeway Section are the provision of bicycle racks and lockers at shopping centers, employment areas, and other appropriate sites (Sector Plan, p. 39). The subject application includes bicycle parking spaces in the proposed parking garage. Nineteen bicycle parking spaces are provided on the garage entry level in close proximity to the entrance/exit gates. Thirty-one bicycle parking spaces are also proposed on the garage's second level. Due to the density of the proposed use, Planning Board finds that a total of 72 bike parking spaces should be provided in the secured garage. This is required by the condition below.

As noted above, a seven-foot-wide sidewalk exists along Lottsford Road. However, two at-grade crossings of drive aisles are required for pedestrians accessing the site from the north along Lottsford Road. The Planning Board finds that the width of the northernmost curb cut along Lottsford Road should be minimized to the extent possible to decrease the crossing distance for pedestrians. This modification is required by a condition below.

Well marked, contrasting crosswalks are provided along Lottsford Road at both Grand Boulevard and Harry S Truman Drive. Well marked crosswalks are required to be provided across all of the site's ingress/egress points onto Lottsford Road and Harry S Truman Drive.

**Subdivision:** In evaluating the site plan with Record Plat REP 199 @ 75, there are some inconsistencies. The general notes of the site plan should identify the record plat. The bearing for the northeast property line (along Grand Boulevard) of Parcel 1-A should be consistent with the record plat. The site plan should also show the dimension of the ultimate right-of-way of Grand Boulevard.

These inconsistencies were addressed through revisions to the plans.

The site plan shows that Parcel 1-A is encumbered by three recorded easements. However, Record Plat REP 199 @ 75 does not show any easements on Parcel 1-A. The easement areas do not subdivide the property, Parcel 1-A is 11.79 acres in total.

Pursuant to Section 24-111(C) of the Subdivision Regulations, the development of this property is exempt from the requirement to file a new preliminary plan because the original record plat was recorded after October 27, 1970.

**Permits:** Several comments relating to the issuance of permits have been addressed through revisions to the plans.

**Archeology:** A Phase I archeological survey was completed on the 11.79-acre Largo Town Center property by the Maryland State Highway Administration in 1996. No archeological sites were identified and no further work is necessary.

**Public Facilities:** This application is for the construction of an office building and multilevel parking garage.

**Fire and Rescue Service**

This plan is within the required seven-minute response time for the nearest fire station, Kentland, Company 46, using the *Seven Minute Travel Times and Fire Station Locations Map* provided by the Prince George's County Fire Department. The approved Capital Improvement Program (CIP) Fiscal Year 2009–2014 budgets funding for the construction of a new Fire/EMS station at Saint Josephs Drive and Ardmore Road. This station, identified in the CIP as LK510163, will provide for a new five-bay fire/EMS station, which will house a quint (quintuple combination pumper, a fire service apparatus that serves the dual purpose of an engine and a ladder truck), engine, rescue squad, ambulance, and technical rescue vehicles. The acquisition of land for this station is complete as well as the design for the station. Construction of the station has not yet begun. The required fire and rescue facilities for the subject property have been determined to be adequate.

**Police Facilities**

The subject property is located in the service area of District II, Bowie. The police facilities test is done on a countywide basis in accordance with the policies of the Planning Board. There is 267,660 square feet of space in all of the police facilities used by the Prince George's County Police Department and the latest population estimate is 825,520. Using the 141 square feet per 1,000 residents, it calculates to 116,398 square feet of space for police. The current amount of space, 267,660 square feet is above the guideline. Police facilities have been determined to be adequate.

**Public Schools**

The subject development is not a residential development and does not impact the capacity of public schools.

**Water and Sewerage**

The proposed development is in water Category 3 and sewer Category 3, Community System.

## **Environmental Planning:**

### **Background**

Parcels 1-A and 1-B were established by resubdivision of Parcel D by plat REP 199 @ 75 recorded March 18, 2004. The Environmental Planning Section previously reviewed Basic Plan A-9280, Comprehensive Design Plan CDP-9002, and subsequent revisions. The current application is being reviewed concurrently with CDP-9002/10 for the development of a commercial office complex and multilevel parking within the Largo Town Center.

### **Site Description**

This 19.10-acre property is located in the northwest quadrant of the intersection of Lottsford Road (MD 202) and Harry S Truman Drive. According to mapping research and information submitted, there are no streams, 100-year floodplain, severe slopes, or steep slopes with highly erodible soils located on-site. The site has frontage along Lottsford Road (MD 202) and Harry S Truman Drive, master planned designated arterial roadways that are regulated for noise; however, due to the proposed commercial use, noise is not an issue in relation to Parcel 1-A. The site also has frontage along Largo Drive West, a master planned designated collector, which is not regulated for noise. The proposed commercial office use and associated multilevel parking is not expected to be a noise generator. The soils found to occur on-site, according to the Prince George's County Soil Survey, are in the Collington series. According to information obtained from the Maryland Department of Natural Resources, Wildlife and Heritage Program, there are no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic or historic roads located in the vicinity of this property. The property is located in the Southwest Branch watershed of the Patuxent River basin, in the Largo-Lottsford master plan, and in the Developing Tier as reflected in the adopted General Plan. The site is not within the designated network of the Approved Countywide Green Infrastructure Plan.

### **Review of Previously Approved Conditions**

The Notice of Final Decision of the District Council for the action taken on June 14, 1993 for Basic Plan A-9280 (Zoning Ordinance 12-1993) contains no environmental conditions. The Notice of Final Decision of the District Council for the action taken on May 17, 1994 for CDP-9002/04 contains no environmental conditions.

### **Master Plan Conformance**

The Largo-Lottsford master plan does not indicate any environmental issues associated with this property.

### **Sector Plan Conformance**

The Environmental Infrastructure Recommendations contained in the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* are as follows:

- 1. The preservation and enhancement of designated green infrastructure elements that include environmentally sensitive areas such as stream valleys, floodplains, wetlands, and steep and severe slopes.**

The subject property is not located within the designated network of the Countywide Green Infrastructure Plan and according to mapping research and information submitted, there are no streams, 100-year floodplain, severe slopes, or steep slopes with highly erodible soils, located on-site.

- 2. Two green corridors that include...two unnamed streams that flow south and converge at the Capital Beltway/Central Avenue interchange through the Largo Town Center metro core area. These corridors will be important to environmental preservation in this sector plan (though it is recognized that portions of the green corridor traverse developed sites).**

The subject property is not located within the designated green corridors.

- 3. The preservation of priority woodlands through existing regulations during the land development process.**

No priority woodlands are located on-site.

- 4. Street trees established in planting strips designed to promote long-term growth of the planted trees along all streets.**

**Trees should be planted throughout parking lots. Where open space is provided, trees should be planted wherever feasible, with attention to planting the appropriate tree for that location. Wherever possible, tree planting pits for individual trees and planting strips for multiple trees should be designed so that stormwater runs into the root zones and provides an initial treatment of the stormwater.**

Street tree planting, parking lot green space, and open space landscaping have been addressed.

- 5. The installation of site and stormwater management-related low-impact development design features.**

**Stormwater micromanagement techniques such as bioretention areas, infiltration trenches, and storage and reuse of stormwater should be considered on every development proposal in order to reduce the need for large stormwater management ponds. Tree planting and stormwater quantity and quality treatments should be combined to increase the benefits provided by both features. All new development should place a high priority**

**on controlling the timing, volume and quality of stormwater runoff to control downstream flooding.**

Stormwater management elements on-site are determined by the conceptual and technical stormwater management plans approved by the Department of Public Works & Transportation. The concept approval for case 41402-2008-00 shows the use of bioretention and a partial green roof. No additional information is needed regarding stormwater management.

- 6. The restoration of physically degraded streams through bioengineering techniques. During the evaluation of land development proposals, streams that will receive stormwater from the site should be evaluated and stream restoration should be required.**

A stream corridor assessment for a stream located on the northern end of Largo Town Center, Parcel B, was reviewed as part of the approval of the CDP and SDP for that property. The stream was found to be stable.

No streams are located on-site and the stream that was previously evaluated for Largo Town Center, Parcel B, is located far enough to the east of the property that no additional information regarding streams is necessary.

- 7. The implementation of green-building techniques on new construction and renovations of existing buildings. New buildings designs should strive to incorporate the latest environmental technologies in project buildings and site design. As redevelopment occurs, the existing buildings should be reused and redesigned to incorporate energy and building material efficiencies.**

The proposed buildings should incorporate green-building techniques and innovative technologies. The stormwater management concept approval letter indicates the use of a partial green roof as a required water quality control measure.

During the Subdivision Review Committee (SRC) meeting held April 3, 2009, the applicant indicated that the building would be designed using LEED standards. No additional information is needed regarding green-building techniques.

- 8. The use of building materials for residential construction that are effective at reducing noise levels to the state standards for interior noise.**

The site has frontage along Lottsford Road (MD 202) and Harry S Truman Drive, master planned designated arterial roadways that are regulated for noise; however, due to the proposed commercial use, noise is not an issue in relation to Parcel 1-A. The site also has frontage along Largo Drive West, a master planned designated collector, which does not generate sufficient noise to warrant noise evaluations on the subject property. The

proposed commercial office use and associated multilevel parking is not expected to be a noise generator. Standard building techniques will address noise attenuation from adjoining noise sources.

**9. The reduction of the spillover of lighting and the total lighting output of individual sites.**

The Environmental Infrastructure Element of the General Plan includes a policy to reduce overall sky glow, minimize the spillover of light from one property to the next, and reduce glare from light fixtures.

A lighting plan has been submitted which shows the use of full cut-off light fixtures to reduce overall sky glow and minimize spillover of light from one property to the next. No additional information is needed regarding light.

**Countywide Green Infrastructure Plan Conformance**

Neither the subject property nor any adjacent properties are within the designated network of the Countywide Green Infrastructure Plan.

**Community Planning:** The developer proposes to build nearly 990,000 square feet of commercial office space on Parcel 1-A, which is the western portion of what was Parcel D prior to its recent subdivision. The proposed development is consistent with 2002 General Plan policies that call for a high concentration of residential and nonresidential uses that can serve as major employment or service centers (p 47).

The proposed amount of commercial office space is somewhat short of the 1,000,000-plus square feet recommended in the 2004 Morgan Boulevard Largo Town Center sector plan for Subarea 4. However, the developer proposes to leave in place on Parcel 1-B (east of Grand Boulevard) the conditions that were incorporated in the approval of CDP-9002/04, which originally applied to all of former Parcel D.

The Planning Board finds that the development of 1,000,000-plus square feet of office space at this location is desirable and should be provided on Parcels 1-A and 1-B, if possible; however, at this stage in the development review process, there is no legal basis for requiring that the remainder of the sector plan's recommended office square footage for Parcel D be provided on Parcel 1-B.

**Department of Parks and Recreation:** The Department of Parks and Recreation indicated that there are no issues related to public parks.

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

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

**Prince George's County Fire Department:** The Fire Department provided standard comments indicating the following: all areas must be accessible to fire apparatus; private roads must be at least 22 feet in width; the Fire Chief may order "no parking" signs be erected to prevent obstructions and/or order the painting of curbs; no exterior portion of a building may be located more than 500 feet from a fire hydrant; and any courts or dead ends must provide a 43-foot turning radius within 200 feet of the end of the road.

**Potomac Electric Power Company (PEPCO):** At the time of the writing of the staff report, comments have not been received from PEPCO.

**Verizon:** At the time of the writing of the staff report, comments have not been received from Verizon.

**Washington Metropolitan Area Transit Authority (WMATA):** WMATA expressed support for the project and recommended that a condition be included to require WMATA's review and approval of any disturbance to WMATA property. A condition is included to require that WMATA be sent a copy of the approved plans after final certification of approval.

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 Specific Design Plan for the above-described land, subject to the following conditions:

1. Prior to certificate approval of the specific design plan, the applicant shall:
  - a. Provide details of the landscaping associated with the proposed stormwater management facilities.
  - b. Provide evidence from DPW&T that the subject specific design plan is consistent with the approved stormwater management plan.
  - c. Illustrate street trees along Grand Boulevard in accordance with the requirements of and subject to approval by DPW&T. Submit the proposed street plan showing the location of proposed street lights, signs, and curb and an 8-foot-wide sidewalk.
  - d. Provide a small amenity space for pedestrians and/or office workers to be located near the intersection of Lottsford Road and Harry S Truman Drive. The design shall, to the degree feasible, integrate the proposed security walls into the space and shall include landscaping.

- e. Revise the landscape plan, if necessary, to demonstrate conformance with the alternate conceptual landscape plan for high-security tenants approved with CDP-9002/10.
  - f. The plaza and adjacent green area shall be revised so that one cohesive, navigable pedestrian amenity space is provided from the edge of the sidewalk along Grand Boulevard to the retail frontages on the south side of the plaza. The bioretention facility and security walls within the green area shall be designed to serve as spatial dividers and/or visual focal points. The urban park (Metro entry plaza and adjacent green area) shall include an amenity package which shall consist of, but not be limited to, the following: two sitting areas, signage indicating the entrance to the Largo Town Center, and extensive landscaping.
  - g. Revise the SDP to show the following:
    - (1) A minimum of 72 parking spaces in the secured garage
    - (2) A narrowing of the inbound site entrance from Lottsford Road to reduce the width of the pedestrian crossing.
    - (3) Well-marked crosswalks at all of the site's ingress/egress points along Lottsford Road and Harry S Truman Drive. These crosswalks shall be marked and labeled on the approved SDP.
  - h. Revise the SDP to show the improvements required by Condition 4 below.
2. Best efforts shall be used to obtain 25 percent minority participation in the construction and development of the Parcel D project with the understanding that such minority participation shall be representative of the demographics of the minority population in the surrounding community.
  3. The applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$420 to the Department of Public Works and Transportation for the placement of Class III bikeway signage along Harry S Truman Drive and Lottsford Road. Payment shall be received prior to the issuance of the first building permit. Striping for designated bike lanes should be considered by DPW&T at the time of road resurfacing or improvement.
  4. Prior to certificate approval, the SDP shall be modified as follows:
    - a. An eight-foot sidewalk shall be provided along the site's entire frontage on Grand Boulevard for both pedestrians and bikers unless modified by DPW&T.
    - b. Existing art work in the sidewalk along the Lottsford Road frontage shall be preserved and incorporated into the new sidewalk along Harry S Truman Drive unless modified by DPW&T.

- c. An emergency access with a commercial entrance shall be provided within the county right-of-way to Grand Boulevard.
  - d. The access to Lottsford Road shall be revised to physically prohibit left turns from the site using the existing median opening. The proposed “right-in, right-out only” commercial entrance may remain with modification to the right-out portion.
  - e. The three entrances from Harry S Truman Drive to the loading dock shall be reduced to two, one inbound only and one outbound only.
  - f. The eastern garage entrance from Harry S Truman Drive shall be modified to show only two inbound lanes with no outbound lanes.
5. Prior to the issuance of any building permits, the following improvements shall, if required by DPW&T, be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP, or otherwise provided by the applicant and the applicant’s heirs, successors, and/or assignees:
  - a. Extension of the existing southern curb along the Grand Boulevard frontage near Lottsford Road to provide a continuous pavement width of 48 feet from Lottsford Road to the WMATA garage. No additional right-of-way dedication will be required.
  - b. Modify the island as needed along Harry S Truman Drive to safely accommodate exiting traffic from the center line to the slip ramp.
  - c. The western garage entrance shall have one inbound lane (easternmost lane). The remaining two lanes shall be outbound. A pork chop median or other restrictive design shall be provided to direct outbound traffic from the westernmost lane to turn right onto Harry S Truman Drive. The center lane shall be directed across Harry S Truman Drive into the existing slip ramp to travel eastward along Largo Drive West and towards the Capital Beltway; OR at the western garage entrance, a pork chop median or other restrictive design shall be provided to direct outbound traffic from the westernmost lane to turn right; and only if approved by DPW&T, the western garage access may be modified to provide three outbound lanes (one through lane, one right turn lane, and one reversible lane, AM inbound, PM outbound) provided that the slip ramp island is reconstructed to receive two lanes on the slip ramp and, as determined by DPW&T, all necessary traffic control devices are warranted and installed prior to opening of the garage.
6. A copy of the certified specific design plan shall be sent to WMATA for their information and review of any impact to the WMATA property.
7. Prior to building permit, the applicant shall provide details of the proposed rooftop amenity area including an overall plan and specifications for all proposed site furnishings to Urban Design Staff.

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 Cavitt, with Commissioners Squire, Cavitt, Vaughns and Parker voting in favor of the motion, and with Commissioner Clark absent at its regular meeting held on Thursday, May 28, 2009, in Upper Marlboro, Maryland.

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

Oscar S. Rodriguez  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

OSR:FJG:JSCL:bjs

