



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

Comprehensive Design Plan

CDP-9002/10

Application	General Data	
Project Name: Largo Town Center (One Largo Metro) Location: Northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive Applicant/Address: Commons at Largo L.P. 1350 Connecticut Avenue, Ste. 1200 Washington, DC 20036	Date Accepted:	03/17/09
	Planning Board Action Limit:	N/A
	Plan Acreage (Parcel 1-A):	11.79
	Plan Acreage (Entire LTC)	175.1
	Zone:	M-A-C
	Dwelling Units:	N/A
	Gross Floor Area:	989,560
	Planning Area:	73
	Tier:	Developing
	Council District:	06
	Election District	13
	Municipality:	N/A
	200-Scale Base Map:	201NE08

Purpose of Application	Notice Dates	
Elimination of certain conditions of approval of Comprehensive Design Plan CDP-9002/04 to allow construction of 989,560 square feet of office and ancillary retail space and a 1,398-space parking structure.	Informational Mailing:	01/22/09
	Acceptance Mailing:	03/17/09
	Sign Posting Deadline:	02/24/09

Staff Recommendation		Staff Reviewer: Lindsay/Silor	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Comprehensive Design Plan CDP-9002/10
Largo Town Center (One Largo Metro)

Urban Design staff has reviewed the proposed revision to the comprehensive design plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions, as described in the Recommendation Section of this report.

EVALUATION

The comprehensive design plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Basic Plan for Zoning Map Amendments A-9869 and A-9870.
- b. The requirements of Comprehensive Design Plans CDP-8804, CDP-8905 and CDP-9002 and their subsequent revisions.
- c. The requirements of the Zoning Ordinance for the M-A-C Zone.
- d. The requirements of the Woodland Conservation and Tree Preservation Ordinance.
- e. Referral comments.

FINDINGS

Based upon the analysis of the subject application, Urban Design staff recommends the following findings:

1. **Request:** This application proposes to eliminate several conditions of the previously approved comprehensive design plan for "Parcel D" (now Parcels 1-A and 1-B) of Largo Town Center for the construction of 989,560 square feet of office and ancillary retail space and a 1,398-space, five-story parking structure on Parcel 1-A. The conditions proposed to be eliminated involve requirements relating to setbacks, green space, building height, mix of uses, a financial contribution for the benefit of the Lake Arbor community recreation area and the location of the urban park.

2. **Location:** Parcel 1-A, the southern portion of former Parcel D, is located within the Largo Town Center, east of the Largo Metro Station and forms the northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive, in Planning Area 73, Council District 6, the Developing Tier, and Subarea 4 of the May 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* (MORLAR).
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), which forms the remainder of the former Parcel D. Further north, across a metro access drive and right-of-way (ROW) 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 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 Largo Metro Station 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 March 1978 Sectional Map Amendment for the Largo-Lottsford Area, Planning Area 73 (SMA) placing 175.1± acres in the M-A-C (Major-Activity-Center) 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	A 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 District 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)	A 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	A Basic Plan Amendment rezoned 4± acres of Parcel D from the C-O Zone to the M-A-C Zone and added it to the LTC Basic Plan. Previous

		conditions and considerations were carried forward.
A-9280 A-9281	Withdrawn	A LTC Basic Plan Amendment was requested for Parcel (Block) D to add 380 high-rise apartments and townhouses. Technical staff recommended disapproval and the application was withdrawn.
A-9280/06-C A-9281/06-C	7/11/05	A Basic Plan Amendment for Parcel B was approved. The amendment changed the use on Parcel B from commercial and office (868,000 square feet) to residential; approved a maximum of 600 high-density residential dwellings; approved a minimum of 15,000 square feet of commercial space as part of the mixed-use component; and established building height and other development regulations for Parcel B. The LTC base density was again set at 774 dwellings, with a public benefit increment factor adding another 1,170 dwellings for a total of 1,935 dwelling units in LTC.
A-9903/02 A-9280/07 A-9281/07	Pending	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.
A-9280/08 A-9281/08	9/22/08	A Basic Plan Amendment was approved for Parcel I and consists of 300 mid-rise condominiums, 160,000 square feet of office space within a five-story office building, and a full service bank.
A-9280/09 A-9281/09	7/21/08	A Basic Plan Amendment was approved for Parcel B. The approved density of 600 dwellings was retained, but allowed a modest range of dwelling unit types, building heights, and between 32,000 to 36,000 square feet of mixed-use retail/office in the first floor of the multifamily buildings on the west end.

On November 17, 1988, the Planning Board approved Preliminary Plan of Subdivision 4-88195 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, Parcel D was resubdivided into Parcels 1-A and 1-B of Block D and a final plat (5-04002) was approved on January 12, 2004 and recorded in Plat Book REP199@75. A preliminary plan of subdivision was not required for this resubdivision.

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 of 665,000 square feet of office space for Parcel D, along with various design standards. The CDP also approved the overall LTC residential density cap of 1,440 dwellings (per PGCPB Resolution No. 88-479 and supplemental 10/6/88 staff report). This CDP approved 1.745 million square feet of commercial floor area for the LTC, which is beneath the commercial development cap of the Basic Plan. The Basic Plan still allows up to 2.3 million square feet. Various design standards are established throughout the LTC.
CDP-8905	9/25/89	District Council affirms Planning Board approval (PGCPB Resolution No. 89-396); decreases green space and requires an urban park on Parcel D; 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 Comprehensive Design Plan CDP-8804
CDP-9002	4/16/90	Amended CDP-8804 and CDP-8905 conditions regarding fee-in-lieu, recreational bonding, and building heights (affirmed PGCPB Resolution No. 90-94); required owner-occupied use on Parcels G-1 and G-2; establishes a maximum height of buildings on Parcel B-4 at 107 feet; retains other design guidelines stated in CDP-8804 and CDP-8905
CDP-9002/01	7/30/91	District Council affirms Planning Board approval (PGCPB Resolution No. 91-238) revising conditions regarding fee-in-lieu, recreational bonding and design guidelines; required all area civic groups to be given the opportunity to review SDPs; requires payment of recreational facilities bonds prior to issuance of any permits for Parcels B, C, E, F, G, or H, including amending the recorded Recreational Facilities Agreement.
CDP-9002/02	7/27/93	District Council affirms Planning Board approval (PGCPB Resolution No. 93-149) to allow 110 senior housing units on Parcel C in accordance with the third LTC Basic Plan Amendment and modifies fee-in-lieu conditions
CDP-9002/03	3/3/94	Planning Board denied request to amend Condition 2 of CDP-9002/01.
CDP-9002-04	3/31/94	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. 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	Subject application	Proposes to eliminate some 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).

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, 2001.

5. **Design Features:** The overall Largo Town Center is an irregular-shaped site, which is traversed from north to south by two main roadways: Largo Center Drive to the east and Lottsford Road to the west. Between these two roads is an existing, man-made lake, which serves as a recreational and visual amenity for the surrounding pods of multifamily and townhouse development. The portion of the site east of Largo Center Drive is designated for commercial retail development and contains the existing Largo Town Center shopping area. The portion of the site west of Lottsford Road is designated for commercial office and retail development. Parcel 1-A, a portion of former “Parcel D,” makes up the northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive and is immediately adjacent to the Largo Metro Station to the west. The applicant proposes to construct 989,560 square feet of office and ancillary retail space and a 1,398-space parking structure through a companion application, Specific Design Plan SDP-0804. 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 the freestanding, five-story parking structure. An urban park or plaza is proposed along the west property line, adjacent to the pedestrian entrance to the Metro station.

COMPLIANCE WITH EVALUATION CRITERIA

6. **Zoning Ordinance:** Prior to approving a comprehensive design plan, the Planning Board must make the required findings found in Section 27-521(a):

- (1) **The plan is in conformance with the Basic Plan approved by application per Section 27-195; or when the property was placed in a Comprehensive Design Zone through a Sectional Map Amendment per Section 27-223, was approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

Comment: The plan remains in conformance with approved Basic Plans A-9280, A-9281 and A-9903-C. Three conditions of approval of A-9280 and A-9281 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.**

Comment: This condition was amended by Condition 5 of CDP-9002/04, which the applicant is proposing to eliminate. See Finding 7 below for a detailed discussion of Condition 5 and the proposed relocation of the urban park.

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.**

Comment: 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.

- (11) **The comprehensive design plan will be referred to the District Council for review and approval subsequent to the Planning Board's action.**

Comment: This condition should be carried forward as a condition of approval of this CDP.

- (2) **The proposed plan would result in a development with a better environment than could be achieved under other regulations;**

Comment: The proposed layout of the Comprehensive Design Zone for Parcel 1-A in Largo Town Center allows intense commercial development to be concentrated in close proximity to the transit services of the adjacent metro station in a way that would be difficult to achieve in any Conventional Zone.

- (3) Approval is warranted by the way in which the Comprehensive Design Plan includes design elements, facilities, and amenities, and satisfies the needs of the residents, employees, or guests of the project;**

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

Illustrations and drawings in the companion SDP-0804 application demonstrate compliance with various design recommendations contained within the MORLAR Sector Plan and Zoning Ordinance No. 12-1993 that approved the existing Basic Plan, as well as documenting the public improvements, facilities, and amenities proposed by the applicant. The proximity of publically accessible convenience-retail ancillary uses adjacent to the Metro Entry Plaza substantially enhances amenities to all persons frequenting the subject property or Metro station.

Although staff concurs with the applicant's assertion that the proposal includes sufficient ancillary retail uses to meet the needs of employees and guests of the project, the design of the urban plaza should be enhanced in order to establish a vibrant urban space appropriate at this prominent location adjacent to the Metro station. An additional pedestrian amenity space should be provided near the intersection of Harry S Truman Drive and Lottsford Road. See the analysis of Condition 5 of CDP-9002/04 below within Finding 7 for a detailed discussion of this additional amenity space.

- (4) The proposed development will be compatible with existing land use, zoning, and facilities in the immediate surroundings;**

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

The proposed CDP amendment will increase compatibility with the County's existing planning policies and with the evolving urban character taking shape in the LTC core. The CDP amendment and SDP-0804 have been prepared with sensitivity to buffering adjacent land uses while at the same time creating a true vertical hub of building intensity to identify the site and adjacent Metro station as the hub of the LTC. A stormwater management plan is being reviewed by the Department of Public Works and Transportation (DPW&T).

Surrounding properties to the north and east are zoned M-A-C. The subject application does not propose to deviate from the uses originally contemplated for this site by the Basic Plan and various comprehensive design plan approvals and will, therefore, have no effect on previous findings of compatibility.

Bufferyards are not being proposed between the adjacent uses, which is appropriate for the town center location and is consistent with the *Prince George's County Landscape Manual*. No incompatible uses are located abutting the subject property; residential uses are located across Lottsford Road.

- (5) Land uses and facilities covered by the Comprehensive Design Plan will be compatible with each other in relation to:**

(A) Amounts of building coverage and open space;

Comment: The applicant proposes to reduce the open space requirement for Parcel D from 55 percent to 35percent, which is more consistent with an urban, transit-oriented development adjacent to a Metro station.

(B) Building setbacks from streets and abutting land uses; and

Comment: The application proposes to retain the 40-foot building setback requirement established through previous CDP approvals in all but several specific locations including the parking garage along Harry S Truman Drive, guard booths, play area fencing and several retaining walls. The main office towers will maintain the required setback. These modifications will have no appreciable effect on the finding of compatibility made with previous CDP approvals.

(C) Circulation access points;

Comment: The CDP shows two proposed access points along Lottsford Road and four along Harry S Truman Drive. According to the Transportation Planning Section, the comprehensive design plan is generally acceptable from the standpoint of on-site circulation. However, staff and DPW&T are concerned with the number and the proposed location of the proposed access points and lack of any emergency access provision to Grand Boulevard. More specifically, the proposed plan should 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. Most of these changes are appropriate for the level of detail shown on the companion SDP, and have been recommended as conditions of SDP-0804.

(6) Each staged unit of the development (as well as the total development) can exist as a unit capable of sustaining an environment of continuing quality and stability;

Comment: The development proposal is for a single-tenant office complex with ancillary supporting uses that are developed concurrently and as a self-contained entity. The remaining portion of Parcel D (Parcel 1-B) is identified for future staged development and is not part of the current request.

(7) The staging of development will not be an unreasonable burden on available public facilities;

Comment: According to the Special Projects Section, the required fire and rescue and police facilities for the subject property have been determined to be adequate. The subject development is not a residential development and does not impact the capacity of public schools.

According to the Transportation Planning Section, the proposed amendment to the approved CDP will not be an unreasonable burden on transportation facilities that are

existing, under construction, or for which 100 percent construction funding is contained in the County CIP or the State CTP.

(8) Where a Comprehensive Design Plan proposal includes an adaptive use of a Historic Site, the Planning Board shall find that:

(A) The proposed adaptive use will not adversely affect distinguishing exterior architectural features or important historic landscape features in the established environmental setting;

(B) Parking lot layout, materials, and landscaping are designed to preserve the integrity and character of the Historic Site;

(C) The design, materials, height, proportion, and scale of a proposed enlargement or extension of a Historic Site, or of a new structure within the environmental setting, are in keeping with the character of the Historic Site;

Comment: The proposed revision does not propose an adaptive reuse of a historic site.

(9) The Plan incorporates the applicable design guidelines set forth in Section 27-274 of Part 3, Division 9, of this Subtitle, and except as provided in Section 27-521(a)(11), where townhouses are proposed in the Plan, with the exception of the V-L and V-M Zones, the requirements set forth in Section 27-433(d);

Comment: The plan incorporates the applicable design guidelines for site plans (Section 27-274) and does not propose the construction of townhouses.

(10) The Plan is in conformance with an approved Tree Conservation Plan;

Comment: 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.

(11) Notwithstanding Section 27-521(a)(9), property placed in a Comprehensive Design Zone pursuant to Section 27-226(f)(4), shall follow the guidelines set forth in Section 27-480(g)(1) and (2); and

Comment: As required under 27-226(f)(4), the property was placed in the comprehensive design zone through the Sectional Map Amendment process in conjunction with the two Basic Plan applications, A-9280 and A-9281. However, Section 27-480(g) does not apply because the Sectional Map Amendment was not intended to implement the land use recommendations of a plan approved after October 1, 2006.

(12) For a Regional Urban Community, the plan conforms to the requirements stated in the definition of the use and satisfies the requirements for the use in Section 27-508(a)(1) and Section 27-508(a)(2) of this Code.

Comment: Largo Town Center is not part of a Regional Urban Community.

7. **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 CDP revision and warrant discussion as follows:

3. **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.

Comment: As discussed below, the urban park previously required at the intersection of Lottsford Road and Harry S Truman Drive may be moved to the northwest corner of Parcel 1-A in order to promote the connection to the metro station, but the overall requirement for pedestrian-friendly design should still require a high quality frontage along the public streets. Grand Boulevard is envisioned as a major pedestrian thoroughfare to the Metro station. Specific recommendations relating to the Grand Boulevard street frontage are discussed in detail below and will ensure that the proposed development is in accordance with the requirements for street-level interest and pedestrian connections set forth in the above condition.

In addition, a small pedestrian amenity space is recommended at the intersection of Lottsford Road and Harry S Truman Drive. See the discussion of Condition 5 of CDP-9002/04 below for a detailed discussion of this additional amenity space.

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 CDP and warrant discussion as follows:

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.**

Comment: 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 4 conditions, none of which is applicable to the subject CDP revision.

CDP-9002/01: On July 30, 1991, the District Council approved Comprehensive Design Plan

Original Density Parcel D:	
(if E and H are commercial)	545,000 SF
(if E and H are residential)*	665,000 SF
Density available from previous CDP approvals as a result of Parcel C converting from commercial to residential, but not allocated to any specific parcel:	
(if E and H combined are commercial)	100,000 SF
(if E and H combined are residential)*	120,000 SF
Residential density if Parcels E and H are converted to residential:	30,000 SF
Available density (difference between Basic Plan density and CDP density) that was justified by additional public benefit features through the approval of CDP-9002/04:	555,000 SF
Total:	1,370,000 SF

CDP-9002/01 subject to 10 conditions and one consideration, none of which are directly applicable to the subject CDP revision.

CDP-9002/04: On May 17, 1994, the District Council approved Comprehensive Design Plan CDP-9002/04, which established the following density for Parcel “D”:

Total Density Approved for Parcel D (Parcels 1-A and 1-B) in CDP-9002/04

CDP-9002/04 was approved subject to 15 conditions, of which the following are applicable to the subject CDP revision 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. |

Comment: The applicant requests several amendments to these standards for Parcel 1-A:

Minimum green area: The applicant requests to amend the minimum green area requirement from 55 percent to 35 percent in recognition of the urbanized nature of the proposed development and location adjacent to the Metro station. The applicant submitted the following justification in support of this request:

The requested reduction in green area more properly reflects the nature of the federal office complex and urban environment, the adjacency to the Metro station, and the

absence of a residential component on the site. This reduction is also necessitated because of the specific space requirements of the intended federal agency.

An appealing aspect of this site is its convenient and safe pedestrian accessibility from the Metro station without the need to cross any streets. Subsequent to approval of the existing CDP, the site has been declared part of a Metropolitan Center by the General Plan and the MORLAR Sector Plan has designated the LTC core area as appropriate for “compact and urban vertical” infill development. Accordingly, Smart Growth principles would support a denser urban development approach where the majority of the site should not be devoted to green space as would be typical of a suburban office environment. In addition, the Metro Entry Plaza provides over one (1) acre of significant public and pedestrian amenity space where outdoor activities and events can occur in an urban environment. The 35 percent green area provided includes the Metro Entry Plaza. A large minimum percentage of green space as currently required is more appropriate for a suburban environment rather than an intensive transportation-oriented design (TOD) development.

Comment: Staff 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. In addition to the minimum 35percent of green area proposed, the building design will incorporate a partial green roof on the one-story entrance pavilion. It should be noted that the original requirement for 55 percent green space was instituted as a public benefit feature, which allowed for an increase of 34,046 square feet of density for Parcels 1-A and 1-B. If the 55 percent green space requirement is eliminated, the allowable density must be decreased by this amount for a new maximum of 1,335,954 square feet.

Setbacks: The applicant requests an amendment of the minimum building setback from public streets in four specific locations. The applicant submitted the following justification in support of this request:

The large majority of the site will accommodate the minimum 40-foot building setback. However, the federal office complex requires provision of an employee child day care center which will need an eight-foot fenced outdoor play area for security reasons. The height of the fence exceeds 6 feet and therefore qualifies as a structure that must be setback the same distance as the building. The proposed fence barrier will have a minimum setback of 20 feet from Grand Boulevard. Also, the instant CDP amendment seeks relief to allow two security guard booths to be located within the building setback area.

A second variation from the minimum 40-foot building setback relates to the parking garage along the north side of Harry S Truman Drive. The parking garage has a footprint of 79,540 square feet, not including the proposed ancillary retail space attached along the Metro Entry Plaza. A small portion of the parking garage footprint (487 square feet per floor) will protrude into the required 40-foot setback but will be a minimum 20 feet setback from the property line because of its arrangement on the site. This minimum deviation of 0.61 percent is necessary in order to provide the lively mixed use Metro Entry Plaza between the Metro station and the garage and office complex. If a shorter length garage were designed to accommodate the plaza area, it could not accommodate standard five percent maximum internal vehicle ramps from floor to floor as the accessible slope would be exceeded and it would not be ideal for adjacency of the

development to Metro's existing Kiss and Ride lot.

Comment: Since Federal design criteria and security requirements necessitate the provision of an eight-foot-high fence around the proposed outdoor play area and guard booths at the two main entrances, relief is needed from the 40-foot building setback. Impacts on adjacent properties as a result of the proposed setback reductions will be minimal. The main office towers will continue to meet the setback requirement to insure that visual impacts to adjacent properties are minimized. While a portion of the parking garage will not meet the 40-foot setback along Harry S Truman Drive, this structure has the lowest proposed height (five stories) of the proposed buildings. The property immediately across Harry S Truman Drive from the proposed parking structure is used as a commercial warehouse and will not be negatively impacted by the proposed setback reduction. Further east along the southern side of Harry S Truman Drive, the Metropolitan at Largo condominium development features multi-level residential structures with minimal setbacks in accordance with MORLAR DDOZ requirements. Therefore, the reduction in building setback will not be inconsistent with the existing conditions along Harry S Truman Drive.

Building Height: The applicant requests 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 applicant provided the following justification in support of this request:

The space requirements of the federal agency require that the building complex on the subject property exceed these limits by 26 feet in height and one story, exclusive of the penthouse structure [the penthouse is an additional 12 feet in height]. Given the vertical scale of this development, this small incremental increase in height will have a negligible impact on surrounding properties in terms of shadow or visual image as 70-foot setbacks are provided from Lottsford Road and the residential dwellings opposite the subject property.

Comment: Staff 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. Condition 1 of CDP-9002/04 should therefore be carried forward to the subject CDP with those modifications.

2. **A minimum 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 requests to eliminate this condition and provided the following justification in support of this request:

The applicant's amendment requests elimination of this requirement given the nature of the proposed federal office use. The proposed development, however, conforms to the spirit and intent of this condition by locating 9,743 square feet of publically accessible ancillary retail space at the entrance to the parking garage adjacent to the Metro Entry Plaza. The Metro Entry Plaza is proposed in lieu of the suburban-scaled one-acre urban park at the intersection of Lottsford Road and Harry S Truman Drive. The ancillary retail

component is intended to accommodate the security requirements for the federal office workers and provide convenient retail services to users of the Metro station. In addition, the first floor of tower one will contain a 13,300-square-foot employees child day care center for 100 children as an accessory use. The two-story pavilion will contain ancillary lobby and security space. The existing CDP requirement that 50 percent of the floor area be devoted to retail or accessory uses is simply not in keeping with the intended federal agency office use. The child day care center is a permitted use in the M-A-C Zone and is customarily an ancillary use associated with federal office buildings.

Comment: Staff concurs with the applicant's assertion that this condition is not feasible given the nature of the proposed tenant and agrees that this condition of CDP-9004/02 should be eliminated. The federal General Services Administration (GSA) requires that at least half of the total office gross floor area be provided within one building, meaning that approximately 500,000 square feet of office space must be provided in one building. For half of the total gross floor area of this single building to be devoted to retail use, the total gross floor area of the building would be one million square feet which would be completely incompatible with both the vision for this area and the surrounding community. Although it is not feasible to devote 50 percent of the gross floor area of the two office towers to retail uses, 100 percent of the gross floor area of the building adjacent to the parking garage is devoted to retail uses. In addition, retail space is provided on the first floor of the office buildings, which is available after passing through security, to users of the office building. Since this condition was imposed to justify an increase in allowable density of 127,674 square feet for Parcel D, its elimination will result in the loss of this additional intensity. When combined with the reduction for the decrease in the green space requirement discussed above, the total density cap for Parcel D would be 1,208,280 square feet.

- 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.**

Comment: 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 "Parcel D" subject to this CDP revision that is not paved is in the vicinity of the proposed urban park.

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 3-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 should be provided in accordance with Condition 3 above, which would be applicable to any federal tenant.

- 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.**

Comment: 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 subject CDP revision 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 should be revised to reflect the slightly reduced density available for Parcel D with the reduction of the green space requirement and elimination of Condition 2, imposed to insure a substantial mix of uses within each building as required to justify additional density for Parcel D.

- 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 requests the elimination of this condition and submitted the following justification in support of this request:

The applicant requests eliminating this condition entirely because surface parking is being accommodated through provision of a 1,398-space parking garage. Also, the urban park is no longer proposed at Lottsford Road and Harry S Truman Drive and is replaced by the multi-functional one-acre Metro Entry Plaza pedestrian promenade and green area. Companion application SDP-0804 documents the amenities package and landscape elements associated with the Metro Entry Plaza and with the entrance driveways from Lottsford Road and Harry S Truman Drive.

Comment: While staff supports the provision of the Metro Entry Plaza in lieu of an “urban park,” the proposed design of the plaza as shown in SDP-0804 does not adequately address the intent of the condition to require a well-designed public space

with substantial amenities. The proposed entry plaza should include the details and amenities specified in Condition 5, with the exception of berming, which is not appropriate at this location, and should be designed as a vibrant, urban pedestrian space, which is essential at such a prominent location adjacent to a Metro station.

The Metro Entry Plaza should be supplemented by a small secondary pedestrian amenity space to be located near the intersection of Lottsford Road and Harry S Truman Drive. The design of this space should integrate the proposed security walls as amenities, i.e. to divide the space and/or screen the space from the roadway if possible. Landscaping and high-quality site furniture should also be incorporated into the overall design.

Rather than eliminating Condition 5 entirely as requested by the applicant, it should be modified to remove the reference to the surface parking facility and state that a one-acre urban park or plaza may be located in the northwest portion of Parcel 1-A. An additional condition is included in the recommendation section of this report, which would require an additional pedestrian amenity space at the intersection of Harry S Truman Drive and Lottsford Road.

- 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.**

Comment: The applicant requests the elimination of this condition and submitted the following justification in support of this request:

The applicant requests eliminating this condition entirely because a new surface parking lot is no longer proposed and is replaced by a parking garage that is relocated to a more strategically functional location in the northwest portion of the site adjacent to the Metro “kiss and ride” surface parking lot. The entrance and exit to the garage are separated and access Harry S Truman Drive. Companion application SDP-0804 provides extensive landscaping to buffer the parking garage along this road.

Staff 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 companion SDP. If, however, the plan is revised in the future to include surface and/or structured parking along Lottsford Road, the above condition should apply to insure that such parking would not dominate the streetscape along Lottsford Road. Therefore, this condition has been carried forward as a condition of approval of this CDP.

- 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.**

Comment: The applicant requests the elimination of this condition and submitted the following justification in support of this request:

The applicant requests eliminating this condition entirely and instead proffers to build an attractive massing of buildings to complement the surroundings. The massing along Lottsford Road is reduced in several significant ways. The federal tenant required setbacks removes large massing of buildings away from the street. The short façades of the buildings are oriented to the east and neighboring residences rather than the long uninterrupted façades. Each of these short façades has a 25-foot shift in plan to further reduce the scale of the buildings. Finally, the varying tower and pavilion heights provide visual interest and reduce the massing of the building at the corner of the Truman and Lottsford intersection. Given these design elements, the need to tier back the buildings in order to be compatible with the residential structures across the street is substantially met by the applicant's alternative.

Staff concurs with the applicant's assertion that the combination of building massing and setbacks along Lottsford Road will mitigate the buildings' impact on the residential structures across Lottsford Road and agrees that Condition 7 should be eliminated.

- 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.**

Comment: The applicant requests the elimination of this condition and submitted the following justification in support of this request:

The applicant requests eliminating this condition entirely because the parking structure is no longer planned adjacent to Lottsford Road. However, the height of the garage is increased to five stories in order to accommodate the complement of federal employees to be assigned to the proposed office complex. This relocated parking garage better serves the employees that will commute to the office complex by Metro. It also is in a more strategic location adjacent to the existing "kiss and ride" Metro surface parking lot and will help screen this surface lot from Harry S Truman Drive.

Staff does not agree with the applicant's assertion that it is 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, staff proposes 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. This condition has been modified by a recommended condition below.

- 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.**

Comment: The applicant has indicated that best efforts will be used obtain at least 25 percent minority participation in the construction/development process. This condition should be carried forward to the subject CDP.

- 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.**

Comment: The applicant requests the elimination of this condition 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 user, 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 Plan as well as the quiet and natural amenity of Lake Largo Park.

Comment: Staff does not agree that the proposed parking garage and Metro Entry Plaza are sufficient substitutions for the \$150,000 dedication required by the above condition. The parking garage is necessary in order to provide enough parking to develop a dense office development on the site, while the plaza is proposed in order to substitute for the required urban park at the intersection of Lottsford Road and Harry S Truman Drive. Neither of these elements addresses the original purpose of Condition 10, which was to improve recreational amenities in the adjacent Lake Arbor community.

The applicant has stated that the intent of Condition 10 was to contribute to a community meeting space for Lake Arbor, which has already been provided. However, the language of the condition is broader than this would indicate, allowing for the contribution to be used "for the benefit" of the Lake Arbor recreational facility, which could include expansion of physical facilities or expansion of recreational programs.

The condition states that the Planning Board and District Council may consider the adequacy of active recreational facilities to serve employees on the site. The applicant has not shown any active recreational facilities in the companion SDP-0804 associated with this proposed CDP revision.

The applicant's arguments would be more persuasive if it could be demonstrated that the contribution is no longer warranted based on a reasonable expectation that the proposed development will have less of an impact on Lake Arbor than was anticipated at the time of the CDP approval. However, the applicant has not attempted to make that case. As Parcel D was always intended for large-scale commercial development, there does not seem to be any indication that the proposed development would have a lesser impact than was previously anticipated. Staff recommends that Condition 10 should not be eliminated, and that no alteration should be made to the existing condition.

- 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.**

Comment: According to the Transportation Planning Section, 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.**

Comment: The proposed CDP amendment retains 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 residential.

- 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.)

Comment: 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.)

Comment: The rail station is built and the applicant is claiming the additional increment within the total 1,369,500 square feet 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.**

Comment: All of the improvements described in Condition 15 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 land 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 land 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 land to McCormick Drive.**
- e. **A third left-turn land 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.**

Comment: All of the improvements described in Condition 15 have been constructed and are fully operational.

8. **Referrals:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

Community Planning—In a memorandum dated April 16, 2009, the Community Planning North Division provided the following analysis of the proposal:

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 (page 47).

The proposed amount of commercial office space is somewhat short of the 1,000,000-plus square feet recommended in the 2004 *Approved Sector Plan and Sectional Map Amendment for the Morgan Boulevard-Largo Town Center Metro Areas* 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 the former Parcel D. Approval of any future development proposal for Parcel 1-B should require the development of sufficient additional commercial office space such that the sector plan recommendation for the development of over a million square feet of commercial office space in Subarea 4 can be satisfied. Based on this recommendation for an additional office space component as a condition for the approval of future development on Parcel 1-B, staff has determined that this development proposal is consistent with the sector plan recommendation for the development of a major office space component in Subarea 4.

Comment: Staff concurs that the development of one million 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. Therefore, Community Planning’s recommendation has not been carried forward as a recommended condition of approval of this CDP.

Transportation—The Transportation Planning Section has reviewed the comprehensive design plan application referenced above. The subject property consists of the southern portion of a parcel 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 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 to Largo Metro Parking Garage. The original Parcel I, also known as parcel D, was subdivided into two Parcels 1-A, and 1-B, as part of an agreement between the property owner, WMATA and the County which resulted in dedication and partial construction of Grand Boulevard.

The approved CDP-9002/04 (PGCPB Resolution No. 94-119), allows a maximum of 1.37 million square feet of commercial office and employment use on Parcel D. With proposed trip reductions associated with the Metro (about 16 percent) and various Transportation Demand Management measures (nearly 20 percent), the approval subsequently was modified to allow for a transit oriented mix of uses on both parcels (1-A and 1-B) that generate no more than 1,920 vehicle trips during the AM peak hour and 1,869 during the PM peak hour.

The proposed CDP amendment application submitted for Parcel 1-A is to allow the development of 989,560 square feet of commercial office space to be used by the Department of Health and Human Services, a 13,000 square feet employee daycare facility for 100 children, and 9,743 square feet of ancillary retail space. The 8.1-acre land north of Grand Boulevard (Parcel 1-B) is not part of this application. Review of the proposed amendments as stated in the prepared statement of justification indicates that none of the proposed CDP amendments are transportation-related.

The applicant's traffic consultant has submitted for review a detailed trip generation report for the proposed single tenant office, and the supporting daycare 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.

The comprehensive design plan is generally acceptable from the standpoint of on-site circulation. However, staff and DPW&T are concerned with the number and the proposed location of the proposed access points and lack of any emergency access provision to Grand Boulevard which will be discussed in detail in the review of the companion SDP application. More specifically, the proposed plan should 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. From the standpoint of transportation the submitted plan is in conformance to the approved Basic Plan. Based on the preceding findings, the Transportation Planning Section concludes that the proposed amendment to the approved CDP will not be an unreasonable burden on transportation facilities that are existing, under construction or for which 100 percent construction funding is contained in the County CIP or the State CTP. Therefore, the transportation staff believes that the requirements pertaining to transportation facilities under Section 27-521 of the Prince George's County Code would be met if the application is approved with certain conditions.

The Transportation Planning Section's recommendations regarding site access points are appropriate for the level of detail shown on the companion SDP, and have been recommended as

conditions of SDP-0802.

Trails—The Transportation Planning Section’s trails planner provided the following analysis of the subject application:

The Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas includes several master plan trail, bikeway, and sidewalk recommendations in the vicinity of the subject site. The Sidewalk, Trails, and Bikeway Section recommends American Association of State Highway and Transportation Officials (AASHTO) bike lanes and wide sidewalks along both sides of Grand Boulevard (sector plan, page 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, page 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 recommended at this time 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. Staff also recommends bikeway signage 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 Metro to the parking garage, proposed retail space, and the office building. While staff agrees with this pedestrian plaza in concept as an adequate means of accommodating a high volume of pedestrian traffic to Metro, staff also supports the recommendations of the Urban Design Section to improve the overall appearance of the plaza. 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, page 115).

Staff agrees that the pedestrian/open space is better utilized between the proposed office building and Metro than it would have been on Lottsford Road as previously proposed. However, an improved, more inviting pedestrian walkway along Grand Boulevard may be appropriate to better accommodate pedestrians walking directly to Metro 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. Staff recommends a minimum eight-foot-wide sidewalk along the subject site’s frontage of Grand Boulevard with enhanced landscaping and pedestrian scale lighting.

The sector plan also recommends designated bike lanes along both sides of Grand Boulevard (sector plan, page 43). This was anticipated as 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, page 39). The subject application includes bicycle parking spaces in the proposed parking garage. Nineteen bicycle parking spaces are provided in 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, staff recommends a small number of additional racks throughout the site. Additional twelve-bicycle parking spaces are recommended on the entry level of the parking garage. This will increase the amount of bicycle parking to what is already being provided on the second level of the garage. Additional five-bicycle parking spaces are recommended at or near the building entrance to serve trips coming from Lottsford Road. Lastly, staff recommends the provision of five-bicycle parking spaces at the proposed retail component of the development to specifically serve the commercial uses.

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. Staff recommends an additional sidewalk connection in the vicinity of the guard house to better serve pedestrians coming from this direction. A proposed location for this sidewalk connection is marked in red on the attached site plan.

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

Comment: The above recommendations have been incorporated as recommended conditions of approval of this CDP.

Department of Parks and Recreation—The Department of Parks and Recreation indicated that there are no issues related to public areas.

Environmental—The Environmental Planning Section provided the following analysis of the subject application:

Background

Parcels 1-A and 1-B were established by resubdivision of Parcel D by plat REP 199, Plat No. 75 recorded March 18, 2004. The Environmental Planning Section previously reviewed Basic Plan A-9280, and 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 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 2002 *Prince George's County Approved General Plan*. The site is not within the designated network of the June 2005 *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 the Morgan Boulevard and Largo Town Center Metro Areas* are as follows. The text in **Bold** is the text from the sector plan and the plain text provides comments on plan conformance.

- 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 *Approved 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.**

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 the 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 micromangement 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 (DPW&T). The Stormwater Concept Management Approval 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 SPD 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 (Leadership in Energy and Environmental Design) 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 standards for interior noise (45 dBA Ldn).

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 *Approved Countywide Green Infrastructure Plan*.

Zoning—The Zoning Section indicated that the proposed CDP amendment does not impair the findings in the basic plan approval.

Archeology—The Historic Preservation Section’s archeologist indicated that a Phase I archeological survey was completed on the 11.79-acre Largo Town Center Property by the Maryland State Highway Administration in 1996 and that no archeological sites were identified and no further work is necessary.

Public Facilities—The Special Projects Section provided the following analysis of the subject application:

The Special Projects Section has reviewed this plan in accordance with Section 27-528(a)(2) of the Zoning Ordinance which states that:

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;

Fire and Rescue Service—The Prince George’s County Planning Department has determined that this plan is within the required 7-minute response time for the nearest fire station, Kentland Company 46, using the *Seven (7) 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 St. Joseph’s 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, 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 Prince George’s County Planning Department has determined that 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.

Washington Metropolitan Area Transit Authority (WMATA)—At the time of the writing of the staff report, final comments have not been received from WMATA.

RECOMMENDATION

Based on the foregoing evaluation and analysis, Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Comprehensive Design Plan CDP-9002/10, with the following conditions:

1. All conditions of approval of CDP-9002/04 shall remain in full force and effect, unless specifically modified below.
2. Prior to certification of the comprehensive design plan, the following revisions shall be made to the plans:
 - a. Show Grand Boulevard on the plans.
 - b. The density chart shall be updated to reflect the reduced density available after elimination of the 55 percent green space requirement and Condition 2 of CDP-9002/04.
 - c. Provide an alternative conceptual landscape plan which will be applicable to federal or

other tenants with substantial security requirements not generally associated with regular office buildings. The plan shall conceptually delineate treatments for the transitional area between the office buildings and the Metro station, and between the office buildings and the residential parcels across Lottsford Road. Landscaping should provide a transition between the uses as well as pedestrian-level interest.

- d. Conceptually illustrate a one-acre Metro Entry Plaza in the northern portion of Parcel 1-A. The proposed entry plaza should include an amenities package which may consist of, but not be limited to, seating areas, pedestrian paths, and varied high-quality paving and landscaping treatments, and should be designed as a vibrant, urban pedestrian space appropriate for a prominent location adjacent to a Metro station.
- e. In addition to the Metro Entry Plaza, the plans shall conceptually illustrate a small pedestrian amenity space to be located near the intersection of Lottsford Road and Harry S Truman Drive. The design of this space may integrate the proposed security walls as amenities, if feasible, and shall provide landscaping and some high-quality site furniture.

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

(1)	Minimum green area	35%
(2)	Minimum building setback to public streets	40 ft. (except for the 4
	specific locations where reduced setbacks are approved by this CDP amendment)	
(3)	Maximum Building Height	208 ft.
	(for buildings adjacent to future Metro station)	(13 stories)
	(for all other buildings)	142 ft.

- 4. The setback of any parking lot and/or 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.
- 5. The maximum height of any future parking structure adjacent to Lottsford Road shall not exceed three stories and the maximum height of any future parking structure adjacent to Harry S Truman Drive shall not exceed six stories.
- 6. The comprehensive design plan shall be referred to the District Council for review and approval subsequent to the Planning Board action.
- 7. The specific design plan for Parcel 1-A shall include the following:
 - a. Provide twelve additional bicycle parking spaces on the ground floor of the parking garage.
 - b. Provide a minimum of five bicycle parking spaces near the entrance of the proposed office building.
 - c. Provide a minimum of five bicycle parking spaces at the proposed retail component of the site.

- d. Provide a five-foot-wide sidewalk connection from Lottsford Road to the planned sidewalk located just south of the northernmost guard house.
 - e. Provide 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.
8. The applicant, and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$420 to DPW&T for the placement of Class III bikeway signage along Lottsford Road and Harry S Truman Drive. Payment shall be made 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.
9. The specific design plan for Parcel 1-A shall include the following in accordance with DPW&T requirements:
- a. An eight-foot-wide sidewalk shall be provided for pedestrians and bikers along the site's entire Grand Boulevard frontage, 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, unless modified by DPW&T.