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Specific Design Plan **SDP-0804**
Departure from Design Standards **DDS-594**
Departure from Parking & Loading Standards **DPLS-343**

Application	General Data	
Project Name: Largo Town Center (One Largo Metro) Parcel 1-A Location: Northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive Applicant/Address: Commons at Largo L.P. 1350 Connecticut Avenue, Suite 1200 Washington, DC 20036	Date Accepted:	03/17/2009
	Planning Board Action Limit:	N/A
	Plan Acreage:	11.79
	Zone:	M-A-C
	Dwelling Units:	N/A
	Gross Floor Area:	989,560 sq. ft.
	Planning Area:	74
	Tier:	Developing
	Council District:	06
	Election District	13
	Municipality:	N/A
	200-Scale Base Map:	201NE08

Purpose of Application	Notice Dates	
966,517 square feet of office space, 9,743 square feet of retail, and a 13,300-square-foot day care center for 100 children, for a total proposed gross floor area of 989,560 square feet.	Informational Mailing:	01/22/2009
	Acceptance Mailing:	03/17/2009
	Sign Posting Deadline:	02/24/2009

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: Specific Design Plan SDP-0804
Departure from Design Standards DDS-594
Departure from Parking and Loading Standards DPLS-343
Largo Town Center (One Largo Metro), Parcel 1-A

The Urban Design staff has reviewed the specific design plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL as described in the recommendation section of this report.

EVALUATION

The specific design plan (SDP) was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Zoning Ordinance in the Major Activity Center (M-A-C) Zone.
- b. The requirements of Amended Basic Plans A-9280, A-9281, and A-9903-C.
- c. The requirements of Comprehensive Design Plans CDP-8804, CDP-8905, and CDP-9002 and its subsequent revisions.
- d. The requirements of the Zoning Ordinance in Section 27-528 setting forth the required findings for approval of a specific design plan.
- e. The requirements of the *Prince George's County Landscape Manual*.
- f. The requirements of the Woodland Conservation and Tree Preservation Ordinance.
- g. Referral comments.

The departure from parking and loading standards was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Zoning Ordinance in Section 27-588 setting forth the required findings for approval of a departure from the number of parking and loading spaces required.
- b. Referral comments.

The departure from design standards was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Zoning Ordinance in Section 27-587 setting forth the required findings for approval of a departure from design standards.
- b. Referral comments.

FINDINGS

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

- 1. **Request:** This application includes a request for approval of 966,517 square feet of office space, 9,743 square feet of retail, and a 13,300-square-foot day care center for 100 children, for a total proposed gross floor area of 989,560 square feet. The proposed gross floor area will be provided within a U-shaped building consisting of two main towers (13 and 10 stories high) connected by a one-story entrance pavilion and retail space connected to a freestanding, 1,398-space, five-story parking structure. The companion Departure from Design Standards, DDS-594, requests a departure of six inches from the required nine-foot six-inch width of standard parking spaces. The companion Departure from Parking and Loading Standards, DPLS-343, requests a departure of 815 parking spaces from the 2,213 parking spaces required and a departure of six loading spaces from the eleven loading spaces required.

Development Data Summary

	Existing	Proposed
Zone	M-A-C	M-A-C
Uses	Vacant	Office Complex and ancillary uses
Acreage (Parcel 1-A) ¹	8.1	8.1
Parcels	1	1
Total Gross Floor Area	-	989,560 sq. ft.
Of which:		
Office Space	-	828,592 sq. ft.
Ancillary Retail	-	9,763 sq. ft.
Day Care Center	-	13,300 sq. ft.
Building Services Space	-	137,905 sq. ft.
Parking Garage (five levels)		79,540 sq. ft. per floor (397,700 sq. ft. total)

Other Development Data

	Required	Proposed
Total Garage Parking Spaces:		
By Zoning Ordinance	2,213	-
Proposed with MORLAR Sector Plan and Trip Reductions	-	1,398 ³
Standard Parking Spaces (9' x 19') ²	-	1,374
Compact Parking Spaces (8' x 16')	-	-
Handicapped (Van Accessible) Spaces	24 (6 van)	24 (6 van)
Total Loading Spaces	11	5
Of which:		
Spaces (12' x 33')	11	3
Spaces (12' x 55')	0	2
<p>¹ The 11.8-acre remaining portion of Parcel D (Parcel 1-B) is not included in the departure applications or this SDP application and is shown for future development.</p> <p>² A Departure from Design Standards for the proposed parking space width dimensions for standard spaces has been filed concurrently under companion application DDS-594.</p> <p>³ The parking reduction from 2,213 required spaces to 1,398 provided spaces reflects what the required number of spaces would be using the MORLAR Sector Plan allowances for reducing minimum requirements, use of shared parking, and use of Transportation Demand Management (TDM) elements, and adjacency to the existing Metro station. The parking and loading space reductions are addressed in the companion applications DDS-594 and DPLS-343.</p>		

2. **Location:** The subject site is located within the center of the Largo Town Center, adjacent to the Largo Metro Station on the west and forms the northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive, in Planning Area 73, Council District 6, in the Developing Tier, in Subarea 4 of the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas*.
3. **Surrounding Uses:** The site is bounded to the north by Grand Boulevard, the entrance roadway to the Largo Metro Station parking garage; to the east by Lottsford Road; to the south by Harry S Truman Drive; and to the west by the Largo Metro Station “kiss-and-ride” parking facility, which is located partially within the boundary of Parcel 1-A within a surface and view easement recorded at Liber 18231 Folio 486.

Across Grand Boulevard is an undeveloped parcel (Parcel 1-B). Further north, across a metro access drive and right-of-way is an undeveloped parcel (Parcel I) fronting on Arena Drive that is in the M-A-C Zone. Across Lottsford Road, generally north of the Grand Boulevard intersection, are townhouses (Towns at Lake Largo). The Vistas senior housing apartments continue south to Harry S Truman Drive. Both projects are in the M-A-C Zone. Directly across Harry S Truman Drive, in the southwest quadrant of its intersection with Lottsford Road, is a one-story suburban type warehouse in the Mixed Use-Infill (M-U-I) Zone that has ample setbacks from each road. The southeast quadrant is developed in a more urban character with the four-story Metropolitan at Lake Largo apartments in the M-U-I Zone, where structures are built to the sidewalk.

The overall Largo Town Center development is bounded to the north by Arena Drive; to the east by Landover Road (MD 202); to the south by Central Avenue (MD 214); and to the west by the Capital Beltway (I-95/495) and the Boulevard at the Capital Centre development.

4. **Previous Approvals:**

Original Basic Plan

The original basic plan for the Largo Town Center (LTC) contained two separate Zoning Map Amendments, A-9280 and A-9281. It was approved by the District Council when it adopted the 1978 Sectional Map Amendment for the Largo-Lottsford Area, Planning Area 73, placing 175.1± acres in the M-A-C Zone (CR-75-1978). Dwelling units were capped at 1,950 on 78 acres, and up to 2.3 million square feet of commercial space and 300,000 square feet of retail space were approved.

Basic Plan Amendments

Subsequently, several basic plan amendments have been approved that have slightly changed maximum development levels and locations of land uses from the original basic plan. The following table contains a chronology of the basic plan amendments for Largo Town Center:

LTC Basic Plan Actions	Date Approved	Purpose
A-9280 A-9281	6/7/78	6/7/78 Basic plan approved upon adoption of the 1978 Sectional Map Amendment (SMA) for Largo-Lottsford, placing 175.1± acres in the M-A-C (Major-Activity-Center) Zone (CR-75-1978). Dwelling units are capped at 1,950 on 78 acres; up to 2.3 million square feet of commercial space and 300,000 square feet of retail space are approved.
A-9280 A-9281	5/23/88	First LTC Basic Plan amendment slightly changed density and intensity to reflect several right-of-way takings through the intervening years (Zoning Ordinance ZO-31-1988). Base dwelling units were revised from 780 to 774 on 74 acres, with the potential to add another increment of 1,170 dwellings through providing public benefit features. A total of 1,935 dwellings were approved, with a base density of 774 dwellings and public benefit increment factors adding approximately 1,170 dwellings. Commercial and retail space remained unchanged at a combined total of 2.3 million square feet. Included 12 conditions and 14 CDP considerations.
A-9280 A-9281	9/25/89	This Basic Plan amendment allowed gas stations as a permitted use (ZO-57-1989). Included the previous 13 conditions and 14 CDP considerations; retained same development potentials.
A-9280 A-9281	6/14/93	Basic Plan amendment to allow senior housing on Parcel C (ZO-12-1993). Included 15 conditions and the 14 CDP considerations previously approved. Three conditions were added regarding Council review of uses on Parcel A and senior housing on Parcel C. Base dwellings were slightly adjusted (apparently due to rounding) to 780 units, with a public benefit increment factor adding 1,170 units for a maximum 1,950 dwellings.
A-9280 A-9281	10/5/93 (Dormant)	Basic Plan amendment was requested to increase retail by another 250,000 square feet while decreasing by like amount the office and commercial space. The application was held and never withdrawn.

A-9903-C	4/26/94	Basic Plan amendment rezoned 4± acres of Parcel D from the C-O Zone to the M-A-C Zone and added it to the LTC Basic Plan. Previous conditions and considerations were carried forward.
A-9280 A-9281	Withdrawn	A LTC Basic Plan amendment was requested for Parcel (Block) D to add 380 high-rise apartments and townhouses. Technical staff recommended disapproval and the application was withdrawn.
A-9280/06-C A-9281/06-C	7/11/05	A Basic Plan amendment for Parcel B was approved. The amendment changed the use on Parcel B from commercial and office (868,000 square feet) to residential; approved a maximum of 600 high-density residential dwellings; approved a minimum of 15,000 square feet of commercial space as part of the mixed-use component; and established building height and other development regulations for Parcel B. The LTC base density was again set at 774 dwellings, with a public benefit increment factor adding another 1,170 dwellings for a total of 1,935 dwelling units in LTC.
<i>A-9903/02 A-9280/07 A-9281/07</i>	<i>Pending</i>	<i>Parcel D was the subject of this proposed LTC Basic Plan amendment, requesting a change of use to promote transit-oriented mixed-use development by allowing the addition of 350 multifamily dwellings to the currently approved commercial office space. The proposal consists of 1.049 million square feet of office, 54,000 square feet of retail and 350 residential condominiums. The Planning Board and ZHE recommended denial of the application. The District Council's decision is currently the subject of a judicial review before the Circuit Court, which has not yet ruled on the matter.</i>
A-9280/08 A-9281/08	9/22/08	Basic Plan amendment was approved for Parcel I and consists of 300 mid-rise condominiums, 160,000 square feet of office space within a five-story office building, and a full service bank.
A-9280/09 A-9281/09	7/21/08	A Basic Plan amendment was approved for Parcel B. The approved density of 600 dwellings was retained, but allowed a modest range of dwelling unit types, building heights, and between 32,000 to 36,000 square feet of mixed-use retail/office in the first floor of the multifamily buildings on the west end.

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

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

CDP Actions	Date Approved	Purpose
CDP-8804	10/31/88	District Council affirms Planning Board approval (PGCPB Resolution No. 88-479) for various uses and densities for all LTC parcels, including a maximum 665,000 square feet of office space for Parcel D, along with various design standards. The CDP also approved the overall LTC residential density cap of 1,440 dwellings (per PGCPB Resolution No. 88-479 and supplemental 10/6/88 staff report). This CDP approved 1.745 million square feet of commercial floor area for the LTC, which is beneath the commercial development cap of the Basic Plan. The Basic Plan still allows up to 2.3 million square feet. Various design standards are established throughout the LTC.
<i>CDP-8905</i>	<i>9/25/89</i>	<i>District Council affirms Planning Board approval (PGCPB Resolution No. 89-396); decreases green space and requires an urban park on Parcel D;</i> establishes design considerations for a proposed hotel on Parcel B and requires a cross-parking easement be established between Parcels B and C and the M-NCPPC prior to Specific Design Plan (SDP) approvals per Condition 15 of CDP-8804
CDP-9002	4/16/90	Amended CDP-8804 and CDP-8905 conditions regarding fee-in-lieu, recreational bonding, and building heights (affirmed PGCPB Resolution No. 90-94); required owner-occupied use on Parcels G-1 and G-2; establishes a maximum height of buildings on Parcel B-4 at 107 feet; retains other design guidelines stated in CDP-8804 and CDP-8905
CDP-9002/01	7/30/91	District Council affirms Planning Board approval (PGCPB Resolution No. 91-238) revising conditions regarding fee-in-lieu, recreational bonding and design guidelines; required all area civic groups to be given the opportunity to review SDPs; requires payment of recreational facilities bonds prior to issuance of any permits for Parcels B, C, E, F, G, or H, including amending the recorded Recreational Facilities Agreement.
CDP-9002/02	7/27/93	District Council affirms Planning Board approval (PGCPB Resolution No. 93-149) to allow 110 senior housing units on Parcel C in accordance with the third LTC Basic Plan amendment and modifies fee-in-lieu conditions
CDP-9002/03	3/3/94	Planning Board denied request to amend Condition 2 of CDP-9002/01.

CDP-9002-04	3/31/94	<i>District Council affirms PGCPB Resolution No. 94-119, approving a base intensity and maximum of 1.37 million square feet of commercial office and employment use on Parcel D and establishing green area; setbacks; heights; a one-acre urban park; and structured parking.</i> Overall LTC development was capped by maximum AM and PM peak-hour vehicle trips to allow no more than 2.3 million total square feet of commercial space and 1,440 dwellings (per CDP-8804).
CDP-9002/05	5/17/94	District Council affirms PGCPB Resolution No. 94-121 to allow 264 multifamily condominiums on Parcel E (222 dwellings) and Parcel H (42 dwellings); retained original density cap of 1,440 dwellings in CDP-8804
CDP-9002-06	4/30/98	PGCPB Resolution No. 98-120 converts Parcel E from condo to rental; the approved SDP, however, later reduced total units on Parcels E/H from 264 to 243. With 970 units committed to development within the LTC, only 470 units remain to be developed elsewhere under the LTC cap of 1,440 dwellings (per CDP-8804)
CDP-9002-07	Withdrawn	
CDP-9002-08	Pending	Parcel B seeks to amend CDP-9002/06 to establish the mixed-use development envisioned by the amended Basic Plan for Parcel B (A-9280/81/06-C). This CDP application proposes 600 dwelling units and between 32,000 to 36,000 square feet of mixed-use commercial retail/office space within mid-rise multifamily buildings on Parcel B. Additional public benefit features are proposed to justify exceeding the existing CDP dwelling unit cap in order to achieve the 600 dwellings already approved by the existing amended Basic Plan.
CDP-9002-09	Pending	This CDP application proposes 300 mid-rise condominiums, 160,000 square feet of office space within a five story office building, and a full service bank on Parcel I.
CDP-9002/10	Pending	Proposes to eliminate several conditions of approval from CDP-9002/04 for Parcel D, to facilitate the development of an office complex of 989,560 square feet for a federal tenant on the southern portion of Parcel D (Parcel 1-A). This is a companion CDP to SDP-0804.

Several specific design plans (SDPs) have been approved within the overall Largo Town Center. SDP-8948 was approved on December 7, 1995 for all of Parcel D, including the subject property; however, that SDP was valid for six years and expired on December 7, 1995.

5. **Design Features:** The office square footage is proposed to be contained within two main towers ten and thirteen stories high, connected by a one-story entrance pavilion. The U-shaped building fronts on Lottsford Road and is flanked by a five-story parking structure which is proposed to be accessed from Harry S Truman Drive. Nine thousand seven hundred and forty-three square feet of retail space is proposed to be provided along the northeast side of the parking structure, partially screening the first level of the parking garage from the proposed urban plaza, which connects to the Metro station. The plaza features planters with seat walls, trash receptacles, and a decorative paving pattern. Loading facilities and mechanical equipment are located between the

parking garage and the south office tower. Existing sidewalks are located adjacent to Grand Boulevard, Lottsford Road, and Harry S Truman Drive. An outdoor play area associated with the proposed day care center is proposed to be located along Harry S Truman Drive, on the north side of the north office tower. A horseshoe-shaped drive is proposed at the front of the building to accommodate shuttle bus activity. A canopy is provided on the north side of the south office tower for waiting shuttle bus patrons.

The applicant has proposed the development for the purpose of attracting the federal Department of Health and Human Services (DHHS) as a tenant. The design of the site is specifically tailored to the requirements of the General Services Administration (GSA).

A portion of the existing Metro station kiss-and-ride facility is located on the subject site, west of the proposed parking structure, within a previously-recorded surface easement. Due to the security requirements of the proposed tenant, a network of stacked and staggered walls has been provided around the perimeter of the site. Retractable bollards, wedge barriers, and guard booths are strategically located to maximize security. Six separate, relatively small, bioretention facilities are proposed and are scattered around the perimeter of the site.

The proposed buildings were designed by Shalom Baranes Associates, a Washington, D.C.-based architectural firm known for its expertise in governmental, commercial, residential, and institutional design. The architectural elevations feature a combination of contrasting-colored precast concrete, metal panels, and vision and spandrel glass glazing systems. The proposed building and garage elevations incorporate similar combinations of precast concrete, metal panels, and glazing systems. The thirteen-, ten-, and five-story structures descend in height as one travels south on Lottsford Road and then west on Harry S Truman Drive, establishing a stepped transition to the adjacent kiss-and-ride lot. Both of the office towers feature two main building masses finished with contrasting colored precast concrete. Vertical and horizontal elements are mimicked on each façade, creating a rhythmic modulation.

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

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

COMPLIANCE WITH EVALUATION CRITERIA

Specific Design Plan SDP-0804

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

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

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

Comment: The subject application is in conformance with the approved comprehensive design plan with several significant exceptions. See Finding 10 below for an analysis of the plan's conformance with the approved comprehensive design plan. The proposed plan is in compliance with the requirements of the *Prince George's County Landscape Manual* as discussed in Finding 13 below.

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

Comment: According to the Transportation Planning Section, the proposed SDP development will be adequately served within a reasonable period of time with existing or programmed transportation facilities, and the requirements pertaining to transportation facilities under Section 27-528(a)(2) of the Prince George's County Code would be met if the application is approved subject to several conditions. The Transportation Planning Section's recommended conditions have been included in the recommendation section of this report.

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

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

Comment: The site has an approved Stormwater Management Concept Plan, 41402-2008-00, which is valid through January 6, 2012. Although comments were received from the Department of Public Works and Transportation, they

failed to indicate whether or not the specific design plan is consistent with the approved stormwater management concept plan. Such verification will be required prior to signature approval of the plans pursuant to a condition below.

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

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.

7. **Departure from the number of parking and loading spaces required (DPLS):** The applicant has requested a departure of 815 parking spaces from the 2,213 parking spaces required and a six space departure from the 11 loading spaces required by the Zoning Ordinance.

Section 27-588(b)(7) of the Zoning Ordinance indicates:

(A) In order for the Planning Board to grant the departure, it shall make the following findings:

- (i) The purposes of this Part (Section 27-550) will be served by the applicant's request;**

Section 27-550. Purposes.

(a) The purposes of this Part are:

- (1) To require (in connection with each building constructed and each new use established) off-street automobile parking lots and loading areas sufficient to serve the parking and loading needs of all persons associated with the buildings and uses;**
- (2) To aid in relieving traffic congestion on streets by reducing the use of public streets for parking and loading and reducing the number of access points;**
- (3) To protect the residential character of residential areas; and**
- (4) To provide parking and loading areas which are convenient and increase the amenities in the Regional District.**

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

The requested departures from the number of required parking and loading spaces will meet the purposes of this section. As discussed above, sufficient parking is provided based on the reduced parking requirements established by the

Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas (MORLAR), the availability of very convenient public transportation services (adjacent Metrorail station), and the fact that the office space will be a single-tenant federal user with different parking demands than typically associated with multi-tenant office developments. Also, a federally mandated transportation demand management (TDM) program will be incorporated to ensure parking goals are met. Tables were provided which demonstrate that the parking demand throughout the day can be accommodated through shared-use parking. Additionally, the number and size of loading spaces are sufficient to meet the specific loading/delivery needs of this single-tenant federal office user and supporting uses. Unlike a standard office building with multiple users, this tenant will have complete control of the delivery schedule. The adjacent retail is small enough in size that the majority of its deliveries will likely be from FedEx, UPS, or similar vendors that will also serve the Federal tenant.

The applicant believes that the unique location of the subject property adjacent to the Metro station and at the center core of the LTC, combined with MORLAR Sector Plan policies to encourage transportation-oriented design (TOD) development utilizing reduced parking in such areas, when considered in the context of this “purpose” section, will support the requested departures. Furthermore, the number of access points are reduced with one located along Lottsford Road and the other accessing the parking garage and loading areas. These limited access points minimize traffic impacts on residential areas located on the east side of Lottsford Road. Overall, the applicant has been able to satisfy GSA specified parking requirements through utilization of TOD parking incentives available through the MORLAR Sector Plan.

Comment: Staff concurs with the applicant’s justification for the departure from the number of parking and loading spaces required.

The Transportation Planning Section provided the following analysis of the requested DPLS:

With regard to parking, the applicant is proposing a five-story parking garage that will contain a total of 1,398 parking spaces. The peak parking demand analysis provided by the applicant’s traffic consultant, using the approved procedures outlined by the Urban Land Institute, indicates that the maximum peak parking demand for the proposed uses are equal to 1,398, which is equal to the number of parking spaces proposed by the applicant. Using the minimum parking requirements as outlined by Section 27-568 of the Zoning Ordinance for the proposed uses, the applicant is required to submit a minimum of 2,213 parking spaces. Considering the site’s close proximity to the Metro station and the applicant’s willingness to fund and implement effective trip reduction measures and inclusion of a TDM program for the site as required, staff concurs with the applicant’s proposal for a total of 36.3 percent reduction from the minimum parking requirements, a departure of 815 parking spaces from the minimum.

Staff does not agree that the number of access points has been minimized to the extent possible. The applicant is proposing a total of five curb cuts along Harry S Truman Drive. The Department of Public Works and Transportation and the Transportation Planning Section are recommending that the post-security discharge lane and loading/mechanical area egress be combined to result in a net decrease of one curb cut along Harry S Truman Drive.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

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

The departure from the number of parking and loading spaces is the minimum necessary that will allow the applicant to develop a federal office complex consistent with GSA parking and loading requirements for a single-tenant federal office use with ancillary support uses. In fact, all required parking is provided in accordance with the MORLAR Sector Plan Development District Overlay Zone (DDOZ) parking regulations that have been developed to encourage the type of TOD mixed-use development proposed. The parking departure is only needed because the subject property is not within the LTC designated DDOZ subareas. Therefore, the proposal must conform to the parking and loading regulations in the Zoning Ordinance which reflect suburban type development and not the urbanized scale of development encouraged in the *Prince George's County Approved General Plan* designated Metropolitan Centers. It is ironic that Zoning Ordinance standards must apply when in fact the more relevant and current standards in the MORLAR Sector Plan that are consistent with TOD planning principles do not. The DDOZ regulations do not apply simply because there was no pending basic plan amendment existing at the time of the 2004 SMA that would have allowed the property to be rezoned by the County through the sectional map amendment (SMA).

The GSA and the applicant believe the number of loading spaces and their size can accommodate all loading requirements in this mixed-use development. Two of the spaces are 22 feet longer than the three spaces that conform to the standard 33-foot length. The two longer spaces are often used to accommodate smaller federal delivery vehicles when the standard size spaces are being utilized. Also, unlike office buildings with many tenants requiring numerous deliveries that cannot be scheduled by building management, this single-use federal office has the ability to coordinate and schedule loading activities throughout the day. Given the project design considerations at this core location and the provision of adequate spaces to accommodate projected use needs, the applicant believes that the loading space departure from 11 to five spaces is the minimum necessary.

Comment: Staff concurs with the applicant's justification relating to the departure from the number of parking spaces required. The MORLAR Sector Plan DDOZ parking requirements are applicable to the parcels immediately to the south of the proposed development across Harry S Truman Drive. The adjacency to the Metro station and the specific nature of the proposed tenant further justify the proposed reduction in the number of parking spaces required. The reduction in the number of parking spaces is in keeping with one of the key

goals of the MORLAR Sector Plan, to reduce the use of the automobile and promote the use of public transportation.

- (iii) The departure is necessary in order to alleviate circumstances which are special to the subject use, given its nature at this location, or alleviate circumstances which are prevalent in older areas of the County which were predominantly developed prior to November 29, 1949;**

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

The departure is necessary in order to alleviate circumstances which are special to the subject use (Department of Health and Human Services) and the property location is in a designated metropolitan center where TOD development is strongly encouraged. In fact, the departures are required in order to avoid creating a project that may have far more parking spaces than necessary by virtue of following the Zoning Ordinance. Such a project would be out of character in such an urbanized location. A larger parking garage and extensive loading bays will create a project character more typically found in suburban office parks where parking and loading areas dominate the setting. It must also be recognized that federal government policies support efforts to minimize vehicle trips such as limiting parking and requiring TDM practices be implemented.

Comment: Staff concurs with the applicant in that the unique nature of the tenant and proximity to the Metro station are special circumstances which warrant the requested reduction in the number of parking spaces required.

- (iv) All methods for calculating the number of spaces required (Division 2, Subdivision 3, and Division 3, Subdivision 3, of this Part) have either been used or found to be impractical; and**

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

The applicant has calculated the number of parking spaces required using Section 27-568 of the Zoning Ordinance for each respective use proposed. Also, because of the property's strategic location at the LTC hub and adjacent to Metro, the applicant has used the parking regulations applicable to other properties in the LTC through the MORLAR Sector Plan DDOZ. These parking regulations reflect current County goals for compact vertical and horizontal mixed-use development at Metro station core areas as discussed earlier and are compatible with the specific development being proposed at this location. In choosing to apply the DDOZ parking regulations, the applicant has designed a parking solution that provides enough parking in accordance with the DDOZ regulations and the GSA parking design and use parameters. The July 16, 2008 GSA Solicitation for Offers (SFO No. 08-011) specifies the parking ratio as 1.5 spaces per 1,000 square feet leased provided the site is within 2,500 walkable linear feet from a Metro station, as is the subject property which has 828,592 square feet of leasable office space. Overall, the requirements of the Zoning Ordinance are

impractical as applied to the nature of the proposed development and the property's location adjacent to the Metro station.

Comment: Staff concurs with the applicant's argument that the application of standard Zoning Ordinance parking requirements is impractical at this location. The proposal meets the parking requirements set forth in the MORLAR Sector Plan DDOZ, which is applicable to parcels in the immediate vicinity of the subject site, further from the Metro station. In addition, applying the GSA-specified parking ratio of 1.5 spaces per 1,000 square feet of leased space as described above would result in a requirement of 1,243 spaces for the office component of the development. This in addition to the Zoning Ordinance requirement for the remainder of the square footage and the proposed day care center would result in a total requirement of 1,382 spaces, which the applicant is proposing to exceed.

(v) Parking and loading needs of adjacent residential areas will not be infringed upon if the departure is granted.

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

Adjacent residential areas will not be infringed upon as the residential development located on the east side of Lottsford Road has sufficient off-street parking and the applicant is providing the number of spaces required by the MORLAR DDOZ parking regulations and GSA requirements.

Comment: Staff concurs with the applicant's justification. Adequate on-site parking has been provided for the adjacent residential communities. Such parking is restricted to residents.

(B) In making its findings, the Planning Board shall give consideration to the following:

(i) The parking and loading conditions within the general vicinity of the subject property, including numbers and locations of available on- and off-street spaces within five hundred (500) feet of the subject property;

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

Parking and loading practices in the surrounding area within 500 linear feet utilize off-street parking and loading. The adjacent Metro station uses garage parking and surface parking for kiss-and-ride. In fact, a portion of the Metro kiss-and-ride parking lot is on the subject property. Currently this parking lot is underutilized.

Comment: A site visit performed by staff between 1:45 and 3:00 p.m. on a Tuesday corroborates the applicant's contention that the adjacent kiss-and-ride facility is underutilized. At that time, an estimated two-thirds of the total available parking spaces were vacant.

- (ii) The recommendations of an Area Master Plan, or County or local revitalization plan, regarding the subject property and its general vicinity;**

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

As discussed above, the MORLAR Sector Plan recommends specific parking regulations for properties in the LTC core DDOZ area. These standards apply to all but Subarea 4 which includes all of Parcel D and the subject property. Had there been a pending basic plan for the subject property at the time of the 2004 SMA, the subject property would have been included in the SMA that adopted the overlay zone parking regulations. However, this was not the case and Parcel D could not be placed in the DDOZ through County action on the SMA. Nevertheless, the more restrictive DDOZ parking regulations certainly endorse and encourage the type, character, and vertical intensity of mixed-use TOD development proposed. That is why the applicant has chosen to utilize the more appropriate parking regulations from the sector plan.

Comment: Staff concurs with the applicant's justification. The reduction in the number of parking spaces is in keeping with one of the key goals of the MORLAR Sector Plan, to reduce the use of the automobile and promote the use of public transportation.

- (iii) The recommendations of a municipality (within which the property lies) regarding the departure; and**

Comment: The property is not within the corporate limits of a municipality.

- (iv) Public parking facilities which are proposed in the County's Capital Improvement Program within the general vicinity of the property.**

Comment: There are no programmed parking facilities in the Prince George's County Capital Improvement Plan (CIP) that will serve the subject property.

- (C) In making its findings, the Planning Board may give consideration to the following:**

- (i) Public transportation available in the area;**
- (ii) Any alternative design solutions to off-street facilities which might yield additional spaces;**
- (iii) The specific nature of the use (including hours of operation if it is a business) and the nature and hours of operation of other (business) uses within five hundred (500) feet of the subject property;**
- (iv) In the R-30, R-30C, R-18, R-18C, R-10A, R-10, and R-H Zones, where development of multifamily dwellings is proposed, whether the applicant proposes and demonstrates that the percentage of**

dwelling units accessible to the physically handicapped and aged will be increased over the minimum number of units required by Subtitle 4 of the Prince George's County Code.

The applicant has provided the following justification in response to these requirements:

Access to public transit could not be more ideal as the property is adjacent to a Metro station. Tables were submitted which demonstrate the sufficiency of the parking provided and the specific demand utilization expected using Urban Land Institute shared parking demand hourly distribution data.

Comment: Staff concurs with the applicant's justification. The adjacency to the Metro station and the specific nature of the proposed use justify the proposed reduction in the number of parking spaces.

8. **Departure from Design Standards:** The companion DDS-594 is a request for a departure of six inches from the required nine-foot, six-inch width of standard parking spaces pursuant to Section 27-588 of the Zoning Ordinance. The applicant has provided the following justification in support of this request:

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

Section 27-239.01(7)—Departures from Design Standards. Required Findings.

- (A) **In order for the Planning Board to grant the departure, it shall make the following findings:**

- (i) **The purposes of this Subtitle will be equally well or better served by the applicant's proposal;**

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

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

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

The requested approval of a departure from the width of parking spaces, together with the applicant's companion CDP amendment (CDP-9002/10) and SDP-0804 applications, will allow development of a vertical mixed-use office component at the LTC core. Such a

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

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

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

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

Approval of the design departure from the width of parking spaces will allow development that promotes the conservation and expansion of business activity in this metropolitan center. To the applicant's knowledge adequate public facilities and services exist to support the proposal.

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

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

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

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

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

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

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

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

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

Not applicable to this request.

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

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

- (10) To prevent the overcrowding of land;**

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

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

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

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

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

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

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

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

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

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

This criterion is not applicable.

Comment: Staff concurs with the applicant's assertion that the purposes of the Zoning Ordinance will be equally well or better served by the applicant's proposal.

(ii) The departure is the minimum necessary, given the specific circumstances of the request;

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

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

Comment: Staff concurs with the applicant's assertion that the requested departure is the minimum necessary. As stated above, the GSA typically requires a 9-foot by 18-foot 6-inch standard size parking space for a single-tenant office building according to the March 2005 GSA Facilities Standards for the Public Buildings Service. The request is to allow 9-foot by 19-foot dimensioned parking spaces.

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

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

The design departure from the width of parking spaces is necessary to alleviate circumstances unique to this site and not prevalent in multi-use office developments. The site is designed to take advantage of the Metro service and is oriented to the station area. The parking garage has been shortened in order to provide a larger Metro entry plaza for the benefit of office employees, Metro users, and the general public in LTC communities. Providing a narrower parking space than standard helps reduce the total garage length, allows more parking to be provided, and does not impair the use by the intended federal office workers who currently park in spaces of this size.

Comment: Staff concurs with the applicant's justification. The reduction in the width of parking spaces results in a smaller parking garage than would be provided if standard-sized spaces were proposed, thereby maximizing the site area available for green space and pedestrian amenities and limiting the overall height of the garage to five stories, as proposed.

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

The applicant provided the following justification:

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

Comment: Staff concurs with the applicant's justification. As stated above, the reduction in the width of the parking spaces results in a smaller parking structure than would be provided if standard-sized spaces were proposed, reducing the visual impact of the parking garage, and resulting in an improved visual quality of the site and surrounding neighborhood.

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

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

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

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

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.

10. **Comprehensive Design Plans:**

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

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

Architectural Standards

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

Comment: The proposed grouping of the ten- and thirteen-story office towers, entrance pavilion, and parking garage provide the opportunity for an urban plaza proximate to the Metro station; however, it is staff's position that the full potential of the space will not be realized under the applicant's proposal. The urban plaza connects the office towers to the Metro platform and is flanked on the west side by the retail component of the development. Pedestrian access to the Metro station is proposed to be routed through the urban plaza via a connection to the existing sidewalk on the south side of Grand Boulevard. As such, the urban plaza has the potential to be a vibrant pedestrian thoroughfare and amenity space for both office workers and LTC resident commuters. Staff is recommending that the plaza be enhanced to improve its accessibility to and from

the surrounding community and to enhance its overall quality of design. Recommendations relating to the plaza design are discussed in detail below.

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

Comment: The proposed building and garage elevations incorporate similar combinations of precast concrete, metal panels, and glazing systems. The thirteen-, ten-, and five-story structures descend in height as one travels south on Lottsford Road and then west on Harry S Truman Drive, establishing a stepped transition to the adjacent kiss-and-ride lot. Both of the office towers feature two main building masses finished with contrasting precast concrete. Vertical and horizontal elements are mimicked on each façade, creating a rhythmic modulation.

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

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

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

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

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

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

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

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

Parking Area Standards

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

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

Pedestrian Interest

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

Comment: Although the proposal includes an urban plaza connecting to the Metro station, the design and details of the plaza do not fully satisfy the intent of this condition. Walkability is critical considering the site's adjacency to the Metro station. While the proposal includes a connection between the urban plaza and the existing sidewalk along Grand Boulevard, this connection should be widened to the extent possible to enhance the visual and pedestrian connection to this open space amenity.

The applicant submitted an exhibit showing the proposed boundaries of the relocated one-acre urban park to include the green area between the plaza area and the sidewalk along Grand Boulevard; however, this green area is shown as a passive open space and is not incorporated into the overall design of the urban park. The bioretention facility and low security walls proposed within this green area provide unique opportunities for establishing an interesting park-like space, which would balance the urban character of the adjacent plaza. Since the urban park is proposed to be relocated from the intersection of Harry S Truman Drive and Lottsford Road to the northwest portion of the property, maximizing its

visibility from and connection to the existing community is crucial. The plaza and adjacent green area should be integrated so that one cohesive, navigable pedestrian amenity space is provided from the edge of the sidewalk along Grand Boulevard to the retail frontages on the south side of the plaza. The green area should be enhanced with additional shade trees, site furnishings such as tables and chairs and/or benches placed on pervious surface materials, and meandering secondary pedestrian paths. The bioretention facility and security walls should be designed to serve as spatial dividers and/or visual focal points. Several conditions are included in the recommendation section of this report which relate specifically to the enhancement of the plaza and adjacent green area.

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

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

Comment: The plans submitted for review do not show any proposed improvements within the right-of-way. All adjacent streets and sidewalks have been constructed. The applicant should submit a plan and street tree application in accordance with the above condition illustrating any street improvements required by DPW&T (as discussed in Finding 14 below) prior to certification of the specific design plan.

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

Comment: The trails memorandum referenced in this condition cannot be located within the official record of CDP-8804; however, the application was referred to the Transportation Planning Section’s trails planner for review. A detailed analysis of various issues relating to trails is provided below in Finding 15.

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

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

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

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

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

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

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 four conditions, of which the following are applicable to the subject SDP and warrant discussion as follows:

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

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

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

9. **The one major entrance sign (T-1) at the intersection of Route 202 and Arena Drive and the secondary entrance sign (T-2) at the intersection of Harry S Truman Drive and Lottsford Road as shown on the approved**

Comprehensive Design Plan signage plan, shall be constructed by the applicant, Largo C. L. Limited Partnership and Colton and Laskin Equities, Inc., prior to December 31, 1991. The remaining T-1 and T-2 signs as shown on the approved Comprehensive Design Plan signage plan, shall be constructed by the applicant at the time of development of the parcels on which those signs are located. In the event construction is not completed by such time, no further building or grading permits and no further Specific Design Plans shall be approved until such time as construction is complete, except for Parcels A, D, and I.

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

Consideration

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

Comment: A notification letter was sent to all parties of record, including the Lake Arbor Civic Association, on November 24, 2008 describing the nature of the project and offering additional information upon request. A similar letter was mailed on March 13, 2009 to notify all parties of the Maryland-National Capital Park and Planning Commission’s (M-NCPPC) impending acceptance of the applications. In addition, the applicant held a meeting with area civic associations on April 8, 2009 to discuss the application and review the proposed architectural renderings and elevations. According to the applicant, the Lake Arbor Civic Association was invited to this meeting, but a representative did not attend.

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

- 1. The following design guidelines shall apply to Parcel D:**

a.	Minimum green area	55%
b.	Minimum building setback to public streets	40 ft.
c.	Maximum Building Height	170 ft.
	(for buildings adjacent to future Metro station)	(12 stories)
	(for all other buildings)	142 ft.

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

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

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 and is recommending approval of the reduction to 35 percent.

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

Building Height: The applicant has requested an amendment of the maximum building height limits of 170 feet and 12 stories to allow the construction of a 208-foot-high, 13-story building. 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 and is recommending approval of the requested increase in maximum building height.

The current proposal is in conformance with this condition as modified by CDP-9002/10.

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.**

Comment: The applicant has requested the elimination of this condition through the companion CDP amendment, CDP-9002/10. Staff concurs with the applicant's assertion that this condition is not feasible given the nature of the proposed tenant and recommends that the density calculations be amended to reflect the elimination of this condition.

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 the conceptual linear park on Parcel D, subject to this SDP, that is not paved is in the vicinity of the proposed urban plaza.

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

Since security requirements particular to the federal tenant prohibit conformance to the previously approved conceptual landscape plan, prior to signature approval of the comprehensive design plan, an alternative conceptual landscape plan should be required to be provided in accordance with Condition 3 above, which would be applicable to any federal tenant or other tenant with similarly stringent security requirements. Prior to signature approval of this specific design plan, the landscape plan should be revised, if necessary, to demonstrate conformance with this alternate conceptual landscape plan.

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 CDP provides a table showing the revised density/intensity data associated with the subject portion of Parcel D, including the future data associated with the future development staging on the remaining Parcel 1-B portion of Parcel D. This data was required to be revised to reflect the slightly reduced density available for Parcel D with the reduction of the green space requirement and elimination of Condition 2, imposed to insure a substantial mix of uses within each building as required to justify an additional 15 percent increase in floor area ratio (FAR) for Parcel D, for a new total of 1,208,280 square feet. The current proposal is within this new cap.

5. The surface parking facility located at the intersection of Lottsford Road and Harry S Truman Drive shall be reduced to provide visitor parking and a one-acre urban park and shall include an amenities package of landscaping and design features. Specifically the urban park at the location of the entrance driveways off Lottsford Road and Harry S Truman Drive shall include an amenity package which may consist of, but not be limited to, the following: two sitting areas, gateway signage indicating the entrance to

the Largo Town Center, extensive landscaping and berming to mitigate the adverse affect of headlights on the adjacent parcels and pedestrian paths.

Comment: The applicant has requested the elimination of this condition through the companion CDP amendment, CDP-9002/10, due to the elimination of the surface parking lot and relocation of the urban park to the northwest portion of Parcel 1-A, adjacent to the Metro station. Rather than eliminating Condition 5 entirely, staff is recommending that it be modified to remove the reference to the surface parking facility and to state that the one-acre urban park may be located in the northwest portion of Parcel 1-A. The proposed entry plaza should include the details and amenities specified in Condition 5, with the exception of berming which is not appropriate or necessary at this location, and should be designed as a vibrant, urban pedestrian space, which is essential at such a prominent location adjacent to a Metro station. Additional recommendations relating to the urban park are discussed above in the analysis of the SDP's conformance to CDP-8804.

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

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

Comment: The applicant has requested the elimination of this condition through the companion CDP amendment, CDP-9002/10, because a parking lot and parking structure are no longer proposed adjacent to Lottsford Road. 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 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.

- 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 has requested the elimination of this condition through the companion CDP amendment, CDP-9002/10. Staff concurs with the applicant's assertion that the combination of building massing and setbacks along Lottsford Road will sufficiently mitigate the buildings' impact on the residential structures across Lottsford Road and recommends that the condition 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 has requested the elimination of this condition through the companion CDP amendment, CDP-9002/10. 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 recommends the revision of the above condition to allow a maximum height of three stories for any parking garage proposed adjacent to Lottsford Road and a maximum height of six stories for any parking garage proposed adjacent to Harry S Truman Drive. The SDP proposal is in conformance with the above condition as modified by CDP-9002/10.

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

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

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

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

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

have the advantage of enjoying a vibrant urban streetscape promenade at the Metro entry plaza as well as the quiet and natural amenity of Lake Largo Park.

Staff does not agree that the proposed parking garage and Metro entry plaza are sufficient substitutions for the \$150,000 contribution 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 on the SDP.

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 has recommended that Condition 10 should not be eliminated from the CDP, and that no alteration should be made to the existing condition. The condition should be carried forward as part of the SDP approval.

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

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

- a. The initiation of a transportation demand management (TDM) program within Parcel ‘D’, and the establishment of a transportation management association (TMA) to oversee the TDM program.**
 - i. The applicant, his heirs, successors and/or assigns, shall provide no fewer than four consecutive quarterly monitoring reports prepared by the TMA. These reports shall be reviewed by the Transportation and Public Facilities Division, and shall indicate the gross square footage, the occupancy rate, and peak hour trips (inbound and outbound) generated within Parcel ‘D’ at the time of each report.**
 - ii. Provided the TDM program initiated within Parcel ‘D’ and conducted in accordance with (i) above is demonstrated to be effective, an additional increment of 175,000 square feet of gross floor area shall be approved within Parcel ‘D’. In the event said TDM program is not demonstrated to be as effective as proposed (i.e., the assumed trip reduction objective is not attained), the additional increment of gross floor area shall be adjusted in accordance with the following formula:**

Reduction of trips through TDM (trips)

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

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 1,370,000-square-foot cap for the subject property. The applicant is not proposing to utilize density from TDM programs to reach the development cap.

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

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

15. **If the applicant opts to comply with Condition 14 (in lieu of Condition 13.a. and 13.b.), an additional increment of 445,000 square feet of gross floor area shall be approved within Parcel ‘D’. The improvements to be funded in accordance with Condition 14 include the following:**

- a. **A third through lane on southbound MD 202, largely within the existing median, beginning at the end of the loop ramp from southbound I-95 and ending at the Arena Drive/Lake Arbor Way intersection.**
- b. **A third through lane and reconstructed shoulder on northbound MD 202, largely along the existing outside shoulder, beginning 1,500 feet north of the Arena Drive/Lake Arbor Way intersection and ending at the Lottsford Road intersection. In conjunction with this improvement, an acceleration lane on northbound MD 202 at Lottsford Road will be provided.**
- c. **A second lane on the ramp from northbound MD 202 to northbound I-95 beginning at the MD 202 ramp terminal and ending prior to the I-95 ramp terminal (striping would delineate two two-lane diverges from three approach lanes at the MD 202 ramp terminal).**
- d. **A reconstructed auxiliary lane on southbound MD 202 between the directional ramp from northbound I-95 and the right-turn lane to McCormick Drive.**
- e. **A third left-turn lane on the McCormick Drive approach to MD 202.**
- f. **A second left-turn lane on the southbound MD 202 approach to Lottsford Road.**
- g. **A fifth approach lane on the eastbound Lottsford Road approach to MD 202 so as to provide two left-turn lanes, two through lanes, and a free right-turn lane.**

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

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

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

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

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

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

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

Transportation: The Transportation Planning Section provided the following analysis of the subject application:

The subject property consists of the southern portion of approximately 19.1 acres of land, known as Parcel D, in the Largo Town Center (LTC), which is adjacent to the Largo Metro Station. Specifically, the subject property consists of Parcel 1-A, approximately 11.8 acres of land located on the northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive, south of Grand Boulevard, an existing multilane roadway extending west from Lottsford Road to the Largo Metro parking garage. The original Parcel 1, also known as Parcel D, was subdivided into two Parcels 1-A and 1-B, as part of an agreement between the property owner, the Washington Metropolitan Area Transit Authority (WMATA), and the County which resulted in dedication and partial construction of Grand Boulevard. The subject parcel is zoned M-A-C.

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

The basic plan approval for Largo Town Center had no specific transportation improvement related conditions. The preliminary plan of subdivision and the CDP approvals required several improvement related conditions. With one exception, all of the required transportation improvements have been constructed. A traffic signal installation along Largo Center Drive and

proposed Ramp FF (to WB MD 214, Central Avenue) has not been installed, since it has been deemed not warranted by DPW&T and SHA as this time. Provision of these improvements means the applicant is not required to fulfill the required trip reduction goals required by Conditions 13.a and 13.b of the CDP approval.

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

With regard to parking, the applicant is proposing a five-story parking garage that will contain a total of 1,398 parking spaces. The peak parking demand analysis provided by the applicant's traffic consultant, using the approved procedures outlined by the Urban Land Institute, indicates that the maximum peak parking demand for the proposed uses are equal to 1,398, which is equal to the number of parking spaces proposed by the applicant. Using the minimum parking requirements as outlined by Section 27-568 of the Zoning Ordinance for the proposed uses, the applicant is required to submit a minimum of 2,213 parking spaces. Considering the site's close proximity to the Metro station and the applicant's willingness to fund and implement effective trip reduction measures and inclusion of a TDM program for the site as required, staff concurs with the applicant's proposal for a total of 36.3 percent reduction from the minimum parking requirements, a departure of 815 parking spaces from the minimum. The applicant also is requesting approval of a design departure allowing a six-inch departure from the standard width of parking spaces as well, reducing the required 11 loading spaces to only five. Staff has no objection to the proposed departure from parking standard width or the required number of loading bays.

The on-site circulation is generally acceptable. However, 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.

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

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

The sector plan also recommends trail/bikeway corridors along Harry S Truman Drive and Lottsford Road (Sector Plan, Map 11, p. 38). Harry S Truman Drive has been constructed with a wide sidewalk along the entire east side. This sidewalk varies in width from six to seven feet across the frontage of the subject property. Striping for designated bike lanes should be considered by DPW&T at the time of road resurfacing or improvement. Bikeway signage is 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 the Metro station 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 the Metro station, 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, p. 115).

Staff agrees that the pedestrian/open space is better utilized between the proposed office building and the Metro station than it would have been on Lottsford Road as previously proposed. However, an improved, more inviting pedestrian walkway along Grand Boulevard may be appropriate to better accommodate pedestrians walking directly to the Metro station and to better connect the planned pedestrian plaza with the streetscape along Lottsford Road and the surrounding community. Currently, a six-foot-wide sidewalk is provided along Grand Boulevard. However, there is very little landscaping provided and, in some areas, the sidewalk is immediately behind the curb. This combines to make for an uninviting streetscape along Grand Boulevard. A well landscaped and wide sidewalk will provide a much more inviting pedestrian environment along the road and better connect the pedestrian plaza with the rest of the community. 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, p. 43). This was anticipated as a part of the initial road construction. However, because the striping was not provided at that time, it will have to be provided as part of future road repaving or improvements.

Also recommended in the Sidewalk, Trails, and Bikeway Section are the provision of bicycle racks and lockers at shopping centers, employment areas, and other appropriate sites (Sector Plan, p. 39). The subject application includes bicycle parking spaces in the proposed parking garage. Nineteen bicycle parking spaces are provided on the garage entry level in close proximity to the entrance/exit gates. Thirty-one bicycle parking spaces are also proposed on the garage's second level. Due to the density of the proposed use, staff recommends a small number of additional racks throughout the site. An 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. An 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 SDP.

Subdivision: In comments dated April 9, 2009, the Subdivision Section provided analysis of the proposal's conformance with the record plat and preliminary plan of subdivision and provided the following additional comments:

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

Comment: These inconsistencies were addressed through revisions to the plans.

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

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

Permits: In a memorandum dated April 6, 2009, the Permit Review Section offered several comments, which have been addressed through revisions to the plans.

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. No archeological sites were identified and no further work is necessary.

Public Facilities: The Special Projects Section provided the following analysis of the adequacy of public facilities available for this project:

The Special Projects Section has reviewed this specific design 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.

This application is for the construction of an office building and multilevel parking garage.

Fire and Rescue Service

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

Police Facilities

The 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.

Environmental Planning: 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 @ 75 recorded March 18, 2004. The Environmental Planning Section previously reviewed Basic Plan A-9280, Comprehensive Design Plan CDP-9002, and subsequent revisions. The current application is being reviewed concurrently with CDP-9002/10 for the development of a commercial office complex and multilevel parking within the Largo Town Center.

Site Description

This 19.10-acre property is located in the northwest quadrant of the intersection of Lottsford Road (MD 202) and Harry S Truman Drive. According to mapping research and information submitted, there are no streams, 100-year floodplain, severe slopes, or steep slopes with highly erodible soils located on-site. The site has frontage along Lottsford Road (MD 202) and Harry S Truman Drive, master planned designated arterial roadways that are regulated for noise; however, due to the proposed commercial use, noise is not an issue in relation to Parcel 1-A. The site also has frontage along Largo Drive West, a master planned designated collector, which is not regulated for noise. The proposed commercial office use and associated multilevel parking is not expected to be a noise generator. The soils found to occur on-site, according to the Prince George's County Soil Survey, are in the Collington series. According to information obtained from the Maryland Department of Natural Resources, Wildlife and Heritage Program, there are

no rare, threatened, or endangered species found to occur in the vicinity of this property. There are no designated scenic or historic roads located in the vicinity of this property. The property is located in the Southwest Branch watershed of the Patuxent River basin, in the Largo-Lottsford master plan, and in the Developing Tier as reflected in the adopted General Plan. The site is not within the designated network of the Approved Countywide Green Infrastructure Plan.

Review of Previously Approved Conditions

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

Master Plan Conformance

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

Sector Plan Conformance

The Environmental Infrastructure Recommendations contained in the *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* are as follows. 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 Countywide Green Infrastructure Plan and according to mapping research and information submitted, there are no streams, 100-year floodplain, severe slopes, or steep slopes with highly erodible soils, located on-site.

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

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

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

No priority woodlands are located on-site.

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

Trees should be planted throughout parking lots. Where open space is provided, trees should be planted wherever feasible, with attention to planting the appropriate tree for that location. Wherever possible, tree planting pits for individual trees and planting strips for multiple trees

should be designed so that stormwater runs into the root zones and provides an initial treatment of the stormwater.

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

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

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

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

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

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

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

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

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

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

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

The site has frontage along Lottsford Road (MD 202) and Harry S Truman Drive, master planned designated arterial roadways that are regulated for noise; however, due to the proposed commercial use, noise is not an issue in relation to Parcel 1-A. The site also has frontage along Largo Drive West, a master planned designated collector, which does not generate sufficient noise to warrant noise evaluations on the subject property. The proposed commercial office use and associated multilevel parking is not expected to be a noise generator. Standard building techniques will address noise attenuation from adjoining noise sources.

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

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

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

Countywide Green Infrastructure Plan Conformance

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

Community Planning: 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 (p 47).

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

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

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

Additional comments were submitted by the DPW&T, which have been incorporated in the Transportation Planning Section's comments above.

Comment: A detailed discussion of the requested departure from parking and loading standards is located above in Finding 7.

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

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

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

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

RECOMMENDATIONS

Specific Design Plan SDP-0804

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Specific Design Plan SDP-0804 for Largo Town Center (One Largo Metro), Parcel 1-A, with the following conditions:

1. Prior to certificate approval of the specific design plan, the applicant shall:
 - a. Provide details of the landscaping associated with the proposed stormwater management facilities.
 - b. Provide evidence from DPW&T that the subject specific design plan is consistent with the approved stormwater management plan.

- c. Provide street trees along Grand Boulevard in accordance with the requirements of and subject to approval by DPW&T. Submit the proposed street plan showing the location of proposed street lights, signs, and curb and a DPW&T street tree permit application.
 - d. Provide a small amenity space for pedestrians and/or office workers to be located near the intersection of Lottsford Road and Harry S Truman Drive. The space shall, to the degree feasible, integrate the proposed security walls into the design of the space and shall include landscaping and seating or other high-quality site furniture.
 - e. Provide details of the proposed rooftop amenity area including an overall plan and specifications for all proposed site furnishings.
 - f. Revise the landscape plan, if necessary, to demonstrate conformance with the alternate conceptual landscape plan for high-security tenants approved with CDP-9002/10.
 - g. The plaza and adjacent green area shall be revised so that one cohesive, navigable pedestrian amenity space is provided from the edge of the sidewalk along Grand Boulevard to the retail frontages on the south side of the plaza. The bioretention facility and security walls within the green area shall be designed to serve as spatial dividers and/or visual focal points. The urban park (Metro entry plaza and adjacent green area) shall include an amenity package which shall consist of, but not be limited to, the following: two sitting areas, gateway signage indicating the entrance to the Largo Town Center, and extensive landscaping.
 - h. Revise the SDP to show the following:
 - (1) An additional twelve bicycle parking spaces on the ground floor of the parking garage.
 - (2) A minimum of five bicycle parking spaces near the entrance of the proposed office building.
 - (3) A minimum of five bicycle parking spaces at the proposed retail component of the site.
 - (4) A five-foot-wide sidewalk connection from Lottsford Road to the planned sidewalk located just south of the northernmost guard house.
 - (5) 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.
 - i. Revise the SDP to show the improvements required by Condition 4 below.
2. Best efforts shall be used to obtain 25 percent minority participation in the construction and development of the Parcel D project with the understanding that such minority participation shall be representative of the demographics of the minority population in the surrounding community.
 3. The applicant and the applicant's heirs, successors, and/or assignees shall provide a financial contribution of \$420 to the Department of Public Works and Transportation for the placement of Class III bikeway signage along Harry S Truman Drive and Lottsford Road. Payment shall be

received prior to the issuance of the first building permit. Striping for designated bike lanes should be considered by DPW&T at the time of road resurfacing or improvement.

4. Prior to certificate approval, the SDP shall be modified as follows:
 - a. An eight-foot sidewalk shall be provided along the site's entire frontage on Harry S Truman Drive for both pedestrians and bikers unless modified by DPW&T.
 - b. Existing art work in the sidewalk along the Lottsford Road frontage shall be preserved and incorporated into the new sidewalk along Harry S Truman Drive unless modified by DPW&T.
 - c. An emergency access with a commercial entrance shall be provided within the county right-of-way to Grand Boulevard.
 - d. The access to Lottsford Road shall be revised to physically prohibit left turns from the site using the existing median opening. The proposed "right-in, right-out only" commercial entrance may remain with modification to the right-out portion.
 - e. The three entrances from Harry S Truman Drive to the loading dock shall be reduced to two, one inbound only and one outbound only.
 - f. The eastern garage entrance from Harry S Truman Drive shall be modified to show only two inbound lanes with no outbound lanes.
 - g. The western garage entrance shall have one inbound lane (easternmost lane). The remaining two lanes shall be outbound. A pork chop median or other restrictive design shall be provided to direct outbound traffic from the westernmost lane to turn right and through along Harry S Truman Drive. The center lane shall be directed across Harry S Truman Drive for a left into the existing slip ramp to travel eastward along Largo Drive West and towards the Capital Beltway.
5. Prior to the issuance of any building permits, the following improvements shall, if required by DPW&T, be in place, under construction, bonded (or letter of credit given to the appropriate agency for construction), 100 percent funded in a CIP/CTP, or otherwise provided by the applicant and the applicant's heirs, successors, and/or assignees:
 - a. Extension of the existing southern curb along the Grand Boulevard frontage near Lottsford Road to provide a continuous pavement width of 48 feet from Lottsford Road to the WMATA garage. No additional right-of-way dedication will be required.
 - b. Modify the island as needed along Harry S Truman Drive to safely accommodate exiting traffic from the center line to the slip ramp.
6. 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 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.

Departure from Parking and Loading Standards DPLS-343

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Departure from Parking and Loading Standards DPLS-343 for Largo Town Center (One Largo Metro), Parcel 1-A.

Departure from Design Standards, DDS-594

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Departure from Design Standards, DDS-594 for Largo Town Center (One Largo Metro), Parcel 1-A.