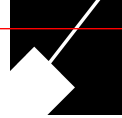


The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
Development Review Division
301-952-3530



Comment [COMMENT1]: WHEN INSERTING INFORMATION AT THE @ SIGN REMEMBER TO USE INDENT FOR SECOND LINE - NOT TAB. ALSO, IT WILL LOOK LIKE THE TEXT IS GOING WACKO, BUT DON'T WORRY - IT IS FINE.

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

Zoning Application No. A-9903/01

Amendment of Basic Plan (A-9903/A-9280/A/A-9281)

	General Data
Project Name: Largo Town Center Location: Northwest corner of Harry S Truman Drive and Lottsford Road, known as 9000 Lottsford Road. Applicant/Address: Largo Investors, LLC 12165 Darnestown Road Gaithersburg, Maryland 20878	Date Accepted: 10/6/03
	Planning Board Action Limit: N/A
	Plan Acreage: 22
	Zone: M-A-C
	Dwelling Units: 380
	Square Footage: 1.2 million
	Planning Area: 73
	Tier: Developing
	Council District: 06
	Municipality: N/A
	200-Scale Base Map: 201NE08

Purpose of Application		Notice Dates	
Amendment of Basic Plan to revise land use types.		Adjoining Property Owners Previous Parties of Record Registered Associations: (CB-12-2003)	7/29/03
		Sign(s) Posted on Site:	10/31/03 for ZHE
Staff Recommendation		Staff Reviewer: Tom Lockard	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION

		X	
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November 12, 2001

TECHNICAL STAFF REPORT:

TO: The Prince George's County Planning Board
The Prince George's County District Council

VIA: Arie Stouten, Zoning Supervisor

FROM: Tom Lockard, Senior Planner

SUBJECT: **Zoning Application No. A-9903/01**
Amendment of Basic Plan (A-9903/A-9280/A-9281)

REQUEST: Amendment of Basic Plan to add high-rise residential apartments and townhouses to Parcel D of the Largo Town Center.

RECOMMENDATION: **DENIAL**

NOTE:

The Planning Board has scheduled this application for a public hearing on the agenda date indicated above. The Planning Board also encourages all interested persons to request to become a person of record in this application. Requests to become a person of record should be made in writing and addressed to the Development Review Division at the address indicated above. Please call 301-952-3530 for additional information.

FINDINGS:

- A. **Location and Field Inspection:** The subject property, Parcel D of the Largo Town Center, is located at the northwest quadrant of the intersection of Lottsford Road and Harry S Truman Drive. The site is undeveloped with the northern quarter of the site remaining as woodland. It is generally flat in topography.

- B. **History:**

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 (SMA) for Largo-Lottsford*, placing 175.1± acres in the M-A-C (Major-Activity-Center) Zone (CR-75-1978).

On May 23, 1988, the District Council approved the first amendment to the LTC Basic Plan, slightly changing the land use density and intensity numbers to reflect several right-of-way takings through the intervening years. At this point, maximum development potentials were set at 1,950 dwelling units and 2,300,000 square feet of commercial/employment development. This approval was subject to 12 conditions and 14 Comprehensive Design Plan (CDP) considerations (Z.O. 31-1988).

On September 25, 1989, the second LTC Basic Plan amendment was approved by the District Council to allow conventional gas stations as a permitted use. This approval was subject to 13 conditions and 14 CDP considerations (Z.O. 57-1989).

On June 14, 1993, the LTC Basic Plan was amended a third time to allow for senior housing on Parcel C. This approval was subject to 15 conditions and 14 CDP considerations (Z.O. 12-1993).

Zoning Map Amendment Application No. A-9903

On May 17, 1994, the District Council approved A-9903, which rezoned 4± acres at the northwest corner of Central Avenue and Landover Road to the M-A-C Zone and added it to the LTC Basic Plan. This approval carried forward all of the previous conditions and considerations.

Preliminary Plat 4-88195

PGCPB No. 88-558 (attached) is the Planning Board resolution approving a preliminary plan for Largo Town Center.

Comprehensive Design Plan 9002/04

On June 1, 1994, the District Council upheld PGCPB No. 94-119, which was the first approved CDP to include Parcel D, the subject property (attached). It conditionally approved up to 1.2 million square feet of commercial office and employment uses for Parcel D.

- C. **Master Plan and General Plan Recommendations:** The 1990 *Master Plan for Largo-Lottsford* recommends office-commercial for the subject property as part of a large, mixed-use town center. Several environmentally sensitive areas are also noted on the plan map.

D. **Request:** The applicant requests an amendment to the Basic Plan to classify Parcel D as a residential use area in addition to the current commercial office/employment use designation. The applicant proposes to develop the property with a mix of medium- to high-intensity office and high-rise/luxury residential uses. The applicant proposes up to 250 apartment units in an 8- to 10- story building and 130 townhouse units on eight acres. Approximately 1 million square feet of office development with supporting retail would be maintained on the Basic Plan for the remaining acreage in Parcel D.

E. **Neighborhood and Surrounding Uses:**

The property is surrounded by the following uses:

North— Undeveloped land in the M-A-C Zone.

East— Across Lottsford Road are townhouses and senior housing in the M-A-C Zone.

South— Across Harry S Truman Drive are commercial offices and storage in the E-I-A Zone.

West— Land developing as the Largo Town Center Metro Station in the C-O Zone.

F. **Zoning Requirements:**

Section 27-197(c):

If an amendment of an approved Basic Plan does not involve a change in land area or an increase in land use density or intensity, the Plan may be amended by the Council in accordance with the following procedures:

- (1) **The applicant shall file the request (in triplicate) with the Clerk of the Council. The petition shall be accompanied by a new reproducible copy of the proposed new Basic Plan (graphic only) or three (3) copies of the proposed new Basic Plan Text (as necessary depending on the amendment proposed). The Clerk's office shall advise the applicant (in writing) that the Technical Staff has found that the request is complete.**
- (2) **The Clerk of the Council shall refer copies of the request and accompanying documents to the Planning Board and to the People's Zoning Counsel. The Planning Board and the People's Zoning Counsel shall submit any comments which they have on the request to the Council, the Zoning Hearing Examiner, the petitioner, and all persons of record in the original Zoning Map Amendment application. The comments shall be submitted not later than sixty (60) days after the date the Clerk refers the petition to them, unless such deadline is waived in writing by the applicant.**
- (3) **Within one hundred twenty (120) days after referral of the petition to the Planning Board and People's Zoning Counsel, the Zoning Hearing Examiner shall conduct a public hearing on the petition. The hearing shall be held in accordance with Section 27-129. The hearing shall not be held until after the sixty (60) day review period has**

expired, unless both the Planning Board and People's Zoning Counsel have submitted their comments.

- (4) The Office of the Zoning Hearing Examiner shall notify all persons of record (including those of the original application) of the hearing by regular mail. The notice shall be mailed not less than fifteen (15), nor more than twenty-one (21), days prior to the scheduled public hearing. Further advance notice of the public hearing shall be given by the Office of the Zoning Hearing Examiner, in accordance with the provisions of Section 27-186(a)(3).
- (5) Within thirty (30) days from the close of the hearing record, the Zoning Hearing Examiner shall file a written recommendation with the District Council, unless such deadline is waived in writing by the applicant.
- (6) All persons of record shall be given at least ten (10) days' written notice by the Clerk of the Council of the date and time of the District Council's consideration of the matter.
- (7) Any person of record may appeal the recommendation of the Zoning Hearing Examiner within fifteen (15) days of the filing of the Zoning Hearing Examiner's recommendation with the District Council. If appealed, all persons of record may testify before the District Council.
- (8) Persons arguing shall adhere to the District Council's Rules of Procedure, and argument shall be limited to thirty (30) minutes for each side, and to the record of the hearing.
- (9) In approving the petition, the District Council shall find that the requirements of Section 27-195(b) have been met. If the Council does not act within forty-five (45) days of the filing of the written recommendation, the petition shall be considered to have been denied.

Section 27-195(b):

Prior to the approval of the application and the Basic Plan, the applicant shall demonstrate, to the satisfaction of the District Council, that the entire development meets the following criteria:

- (A) The proposed Basic Plan shall either conform to:
 - (i) The specific recommendation of a General Plan map, Area Master Plan map; or urban renewal plan map; or the principles and guidelines of the plan text which address the design and physical development of the property, the public facilities necessary to serve the proposed development, and the impact which the development may have on the environment and surrounding properties; or
 - (ii) The principles and guidelines described in the Plan (including the text) with respect to land use, the number of dwelling units, intensity of nonresidential buildings, and the location of land uses.

The applicant is requesting that high-rise residential apartments and townhouses be added to the list of approved uses for Parcel D of the LTC Basic Plan. Currently, only commercial office and ancillary retail uses are permitted on the subject property. In support of the Basic Plan Amendment, the applicant makes a number of conclusions including:

1. The Largo Town Center designated in the *Preliminary Sector Plan and Proposed Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* does not conform to the General Plan's recommended land use mix for residential use in a Metropolitan Center,
2. The proposal is consistent with the General Plan's recommended range for development intensities in Centers,
3. The maximum residential development approved for the Basic Plan has not been achieved, and
4. The amendment is compatible with the 1990 Largo-Lottsford master plan's planning concepts for mixed-use development at the Town Center.

The Community Planning Division (M-NCPPC), in a memo dated October 31, 2003, reviews the relevant county plans and makes the following comments:

“Largo-Lottsford Master Plan (1990)

“The Largo-Lottsford master plan envisioned a mixed-use Town Center consisting of residential, retail and office uses based on the Basic Plan approved one year prior to the approval of the master plan. The plan states that it is a mixture of uses developed under a unified site plan that can make the Town Center unique. The plan envisions varying land uses within the Town Center that would be inter-related through site design, pedestrian connections, and architectural treatment. It states that the office component should provide for orientation to the planned Metro station. The master plan further designates an “Urban Center” bounded by MD 202, MD 214 and the Capital Beltway. The Town Center is located within this Urban Center. The master plan identifies the Urban Center as an employment area that would add office, research and development, and limited warehouse space in addition to that provided in the Town Center.

“No office development has occurred in the Town Center (M-A-C-zoned sites) of the Largo-Lottsford master plan. The subject property (Parcel D) and Parcels B (on Largo Centre Drive) and Parcel I (north of the subject site) are the remaining sites for office development. Parcel D abuts the Largo Town Center Metro station. This location is ideal for pedestrian and transit-oriented office development as envisioned by the master plan.

“A guideline in the master plan (Employment Areas Chapter) states that proposed employment areas should be protected from encroachment by other permanent land uses. The proposed amendment will result in a permanent residential use on a site recommended for office development.

“General Plan (2002)

“The General Plan designates the Largo Town Center Metro station as a Metropolitan Center. The vision for Centers is mixed residential and nonresidential uses at moderate- to high-densities and intensities, with a strong emphasis on transit-oriented development. A Metropolitan Center is to have a high concentration of land uses and economic activities that attract employers, workers and customers from other parts of the metropolitan Washington area, such as large government service or major employment centers, or high-intensity commercial uses. High-density residential uses may be located in or near the Center.

“To ensure diversity of uses that generate transit ridership throughout the day, the General Plan sets general parameters for the percentage for each type of land use in the Center. (See page 49 of General Plan, Table 2). Generally, a Metropolitan Center will have a greater proportion of nonresidential development than the other centers. Further, it will generally have a lesser proportion of residential development than the other Centers. However, the General Plan states that there is no single ideal mix of uses for Centers. It supports the following applicable principles pertaining to land use diversity: (1) A more balanced mix of residential, retail, employment and community service uses will decrease automobile trips; (2) Dense, mixed-use suburban Centers average more than 20 times as many transit-commuter trips as low-density, single-use office parks; (3) The better integrated the uses, the more effective the mix will be in reducing trips; and (4) Balancing uses with peak-hour demand (e.g., residential and office uses) with those generating off-peak demands (e.g., retail, entertainment and institutional use) leads to more efficient transit service.

“In the justification statement, the applicant contends that the Basic Plan amendment is consistent with the General Plan policies for Centers. To support this position in part, the applicant provides a land use breakdown for the Largo Town Center Metro area designated in the *Preliminary Sector Plan and Proposed Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*. (This information was addressed in the June 11, 2002, minutes of the Morgan Boulevard and Largo Town Center Planning Advisory Group meeting.) The applicant states that the land area for employment use falls within the range set by the General Plan (approximately 50 percent of the land area is employment; the General Plan’s recommended range is 20 to 60 percent). The applicant also points out that the land area devoted to residential use does not meet the minimum range set by the General Plan (approximately 12 percent of the land area is residential; the General Plan recommended range is 15 to 60 percent). The applicant states the proposal will provide residential development that is lacking (based on the General Plan’s recommended range), while retaining the future office component. Although one could conclude that the proposal conforms to the General Plan in this regard, the above-mentioned land use situation should be expanded upon. First, from the residential side of the issue, there is no further residential potential at Largo Town Center with the current zoning in place except through the process the applicant is pursuing. However, there are proposals in the *Preliminary Sector Plan and Proposed Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas* for additional multifamily residential development in the Metro

core. If approved, it has the potential to increase the residential base consistent with the General Plan. These properties, south of the Metro station and Parcel D are proposed for a mixed-use (M-U-I) zone. (Also see the preliminary sector plan section of this referral.)

“Secondly, the majority of the employment area is outside of the Metro core (in the center’s edge, north of Arena Drive). It is at a ten-minute walking distance (minimum) from the station and is in a low-intensity employment zone (I-3). Many buildings in this area are one- and two-storied. These properties do not provide for the critical mass of employment nor are they at a location that takes *maximum* advantage of the Metro station. This emphasizes the need for employment next to the Metro station.

“The applicant further states, and staff does not disagree, that the amendment will provide for a residential density and office intensity that meets or exceeds the development intensity targets of the General Plan and that a mixed-use development on Parcel D will ultimately be achieved.

“Preliminary Sector Plan and Proposed Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas (2003)

“The subject property is included in the *Preliminary Sector Plan and Proposed Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*. The preliminary sector plan project designates a core and an edge for the Largo Town Center Metro Station in accordance with the General Plan guidelines. The subject site is included in the Largo Town Center Metro core area. The core includes the area that is generally between a one-quarter to one-third-mile walking distance from the station. The edge is generally an additional one-quarter-mile walking distance from the core. The Largo Town Center as defined in the sector plan is larger than that defined in the 1990 Largo-Lottsford master plan.

“The preliminary sector plan proposes to retain the commercial land use and the M-A-C Zone of the site. It was recognized through the plan development process that the M-A-C zoned portion of the 1990 Largo-Lottsford master plan was comprehensively planned as a mixed-use area to include office, residential and retail uses. The sector plan’s focus is to address properties that do not have the potential for mixed-use development.

“To achieve the goals of the General Plan as they relate to Centers, the sector plan (and accompanying sectional map amendment) proposes to rezone various properties in the Metro core area from a single-use or low-intensity zone (E-I-A Zone, Employment-Institutional-Area and C-O Zone, Commercial-Office) to a mixed-use zone (M-U-I Zone, Mixed-Use Infill). This will allow for greater diversity of land uses and intensities to occur in the core, consistent with the guidelines in the General Plan. These proposals, if approved, will allow for additional residential (multifamily) development at Largo Town Center in locations that were determined to be appropriate for such use through the development of the sector plan. The potential for additional residential development in the Largo Town Center Metro core area per the sector plan should be noted. This was not addressed

in the applicant's justification statement pertaining to land area coverage for uses in the center.

"A public hearing on the preliminary sector plan and proposed sectional map amendment was held on November 3, 2003. Planning Board adoption of the plan is anticipated for spring 2004, with Council approval in early summer of 2004."

The applicant's proposal is not in conformance with the recommendation of the 1990 master plan for Largo-Lottsford. Therefore, it does not meet this criterion.

(B) The economic analysis submitted for a proposed retail commercial area adequately justifies an area of the size and scope shown on the Basic Plan;

The proposal is for residential development. This finding does not apply.

(C) Transportation facilities (including streets and public transit) (i) which are existing, (ii) which are under construction, or (iii) for which one hundred percent (100%) of the construction funds are allocated within the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry the anticipated traffic generated by the development based on the maximum proposed density. The uses proposed will not generate traffic which would lower the level of service anticipated by the land use and circulation systems shown on the approved General or Area Master Plans, or urban renewal plans;

The LTC has been platted in conformance with an approved Preliminary Plan of Subdivision (4-88195). A Comprehensive Design Plan (CDP-9002 and amendments thereto) has been approved with findings that development in accordance with the land use types, densities and intensities as shown on the original Basic Plan will not negatively impact the surrounding transportation system. The applicant is not proposing to exceed the development limitations placed on the site through the Basic Plan, CDP and subdivision plan approvals.

The Transportation Planning and Public Facilities Division, in a memo dated November 10, 2003, submits the following analysis:

"Trip Generation and Impacts

"The applicant has provided a trip generation analysis of the subject site (attached), which has long been called Parcel D of the Largo Town Center. Parcel D is one of 11 identified parcels within the Largo Town Center. In May 1994, the District Council approved CDP-9002/04, which allowed the transfer of density from other parcels into Parcel D. The same application also allowed additional density through the provision of additional public benefit features.

"Considerable analysis was done in support of CDP-9002/04. At that time, a number of determinations regarding the ultimate development of Parcel D were made. These findings include the following:

- "1. The approved Basic Plan for the overall Largo Town Center property, zoned M-A-C, allows for the construction of up to 2,300,000 square feet of commercial

space. To date, approved CDP's within the overall Largo Town Center allow for the construction of 1,745,000 square feet.

- “2. Parcel D, the subject parcel for this application, is currently approved for the construction of up to 545,000 square feet, with a provision that up to 665,000 square feet can be developed on Parcel D if Parcels E and H are developed as residential, not commercial, parcels. Parcels E and H have, in fact, been developed as residential parcels. Therefore, Parcel D is assumed to have a right, from the standpoint of transportation, to develop up to 665,000 square feet.
- “3. The CDP included a finding that if funding for a rail transit connection from a station adjacent to Parcel D to the existing Metrorail system at Addison Road could be demonstrated, an additional increment of up to 380,000 square feet of gross floor area would be approved within Parcel D. This would allow up to 1,045,000 square feet.
- “4. With the introduction of various transportation demand management (TDM) policies within Parcel D, the CDP allowed an additional increment of 175,000 square feet within Parcel D. This would allow up to 1,220,000 square feet, but this increment would be subject to verification of the effectiveness of the TDM program prior to being permitted for construction.
- “5. The applicant has shown that the approved CDPs were originally proposed to contain 1,176 residences on Parcels F-1, F-2, G-1, and G-2. Those parcels have developed with 617 residences, and an additional 351 residences have been developed on Parcels C, E, and H. This is less than the residential quantity originally approved within the Largo Town Center. The applicant effectively states that the entire 270,000 square feet that were originally approved on Parcels C, E, and H should be transferred to Parcel D, instead of the 120,000 square feet discussed under the second point above. This is a reasonable request, and in consideration of this, the balance (270,000 less 120,000) should be considered to be transferred to Parcel D. If this is done, total development on Parcel D with TDM could be 1,370,000 square feet.

“The trip generation analysis provided by the applicant attempts to convert some of this commercial density into residential density. The analysis is not entirely consistent with the CDP approval, since the CDP approval attempted to impose TDM and transit measures in order to construct additional square footage beyond 665,000 square feet (545,000 + 120,000) without having additional trip impacts. Since the quantity of office space transferred has been increased by 150,000 square feet, the basis for any trip analysis should be 815,000 square feet, with additional square footage (555,000) earned through TDM and transit measures. Therefore, the trip generation of all approved office space should be 1,630 AM and 1,508 PM peak-hour trips.

“The trip generation analysis continues by utilizing standard rates for proposed townhouses and apartments on the site. The methodology used to determine that the proposed housing can replace about 125,000 square feet of commercial space is acceptable. The assumptions used are actually generous, as a standard trip generation rate is assumed. In all likelihood, the residential component will have greatly decreased trip generation due to proximity to transit.

“Given the above analyses, therefore, the site could contain 1,245,000 square feet (815,000 plus 555,000 less 125,000) and 350 residences (250 apartments and 100 townhouses). Therefore, the density of 1,200,000 square feet of office space and 350 residences within Parcel D is within the level of density that has been approved by previous CDP applications for the entire Largo Town Center site.

“In summary, the Transportation Planning Section determines that the proposed Basic Plan amendment would not change the transportation level of service anticipated by the master plan on any transportation link within the study area of this site. Consistent with the required finding in Section 27-195(b)(1)(C), the uses proposed on this Basic Plan amendment would not generate traffic that would lower the level of service anticipated by the land use and circulation systems shown on the approved General or area master plans.”

- (D) **Other existing or planned private and public facilities which are existing, under construction, or for which construction funds are contained in the first six (6) years of the adopted County Capital Improvement Program (such as schools, recreation areas, water and sewerage systems, libraries, and fire stations) will be adequate for the uses proposed;**

The Historic Preservation and Public Facilities Planning Section has reviewed this zoning request and makes the following comments in its referral reply dated November 10, 2003:

Public Schools:

The Historic Preservation and Public Facilities Planning Section has reviewed this basic plan amendment for adequacy of public facilities in accordance with the Adequate Public Facilities Regulations for Schools (CR-23-2001 and CR-38-2002) and concluded the following:

Impact on Affected Public School Clusters

Affected School Clusters #	Elementary School Cluster 2	Middle School Cluster 2	High School Cluster 2
Dwelling Units	380	393	393
Pupil Yield Factor	0.24	0.06	0.12
Subdivision Enrollment	91.20	22.80	45.60
Actual Enrollment	6182	4896	9660
Completion Enrollment	234	197	393
Wait Enrollment	96	225	451
Cumulative Enrollment	101.76	54.12	108.24
Total Enrollment	6704.96	5394.92	10657.84
State Rated Capacity	6616	4638	8770
Percent Capacity	101.34	116.32	121.53
Funded School	N/A	N/A	N/A

Source: Prince George's County Planning Department, M-NCPPC, July 2003

County Council bill CB-31-2003 establishes a school facilities surcharge to be applied at the time of subdivision in the amount of: \$7,000 per dwelling if a building is located between Interstate Highway 495 and the District of Columbia; \$7,000 per dwelling if the building is included within a basic plan or conceptual site plan that abuts on existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority; or \$12,000 per dwelling for all other buildings.

The school surcharge may be used for the construction of additional or expanded school facilities such as renovations to existing school buildings or other systemic changes.

The Historic Preservation and Public Facilities Planning Section staff finds that this project meets the policies of the Subdivision Regulations Section 24-122.02, CB-30-2003 and CB-31-2003.

Fire and Rescue

The existing fire engine service at Kentland Station, Company 46, located at 10400 Campus Way South has a service travel time of 2.70 minutes, which is within the 3.25- minute travel time guideline.

The existing ambulance service at Kentland Station, Company 46, located at 10400 Campus Way South has a service travel time of 2.70 minutes, which is within the 4.25- minute travel time guideline.

The existing paramedic service at Kentland Station, Company 46, located at 10400 Campus Way South has a service travel time of 2.70 minutes, which is within the 7.25-minute travel time guideline.

The existing ladder truck service at Kentland Fire Station, Company 33, located at 7701 Landover Road has a service travel time of 5.09 minutes, which beyond the 4.25-minute travel time guideline.

The above findings are in conformance with the standards and guidelines contained in the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities*.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed, the Fire Department recommends that a fire suppression system be installed in all residential structures in accordance with National Fire Protection Association Standard 13D and all applicable Prince George's County laws.

Police

The proposed development is within the service area for Police District II–Bowie. The Planning Board's current test for police adequacy is based on a standard for square footage in police stations relative to the number of sworn duty staff assigned.

The standard is 115 square feet per officer. As of 6/30/02, the county had 874 sworn staff and a total of 101,303 square feet of station space. Based on available space, there is capacity for additional 69 sworn personnel. This police facility will adequately serve the population generated by the proposed development.

Water and Sewer

The Washington Suburban Sanitary Commission, in their referral reply dated October 24, 2003, comments:

“ This development will require all the available capacity in the downstream sewer pipe. Depending on the mix of office and retail in the actual construction, the applicant may be required to replace this pipe with a larger diameter pipe.”

- (E) **Environmental relationships reflect compatibility between the proposed general land use types, or if identified, the specific land use types, and surrounding land uses, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District.**

The subject property is undeveloped and approximately one-quarter wooded. The approved Basic Plan shows the site to be developed with up to 1.2 million square feet of office and employment uses, served by four access points off of Lottsford Road and one from Harry S Truman Drive.

The Environmental Planning Section submits the following analysis of environmental relationships:

“This 22.0-acre property is located on the northwest corner of the intersection of Lottsford Road and Harry S Truman Drive. A review of available information indicates that streams, wetlands and 100-year floodplain are found to occur on this property. Transportation-related noise impacts associated with Lottsford Road and Harry S Truman Drive will not adversely impact this site. The soil found to occur, according to the Prince George’s County Soil Survey, is Collington fine sandy loam that has no significant limitations and mixed alluvial land that has limitations with respect to the development of this site. According to information obtained from the Maryland Department of Natural Heritage Program publication entitled “Ecologically Significant Areas in Anne Arundel and Prince George’s Counties,” December 1997, 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.

“ENVIRONMENTAL REVIEW

- “1. The 2000 aerial photography available shows that this property is approximately 25 percent forested. The forest stand delineation (FSD) submitted with this application reflects the limits of the woodland to be

somewhat different than that shown on the 1993, 1998, and 2000 aerial photography available from M-NCPPC. A review of the historical data indicates that the woodlands on the southern half of the site were removed in 1994. The permit allowing the woodland removal was issued while this site was grandfathered from the requirements of the Prince George's County Woodland Conservation Ordinance.

"The limits of the woodlands shown on the detailed forest stand delineation submitted with this application are generally correct with the exception of the shaded area at the northern tip of the property that is identified with the notation "Current Grading Activity." Portions of that area are shown as woodlands on the 1993, 1998 and 2000 aerial photography and shall be reflected as such on the FSD unless evidence can be provided to show that the area was cleared with a valid grading permit.

- "2. This property is subject to the requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance because the gross tract area is more than 40,000 square feet in size and there are more than 10,000 square feet of woodland on site. The Woodland Conservation Ordinance requirements for this site will be based on the woodland conservation threshold (WCT) of 15 percent for properties in the M-A-C Zone and any ¼:1, 1:1, and 2:1 replacement requirements associated with the clearing of the woodlands on this site. No further information is required with respect to a Tree Conservation Plan for this application.
- "3. Although Lottsford Road and Harry S Truman Drive are identified as arterial roadways, the traffic volume based on the 1999 ADT and the 10-year projections used by the Environmental Planning Section noise model, are insufficient to create adverse impacts to the proposed residential development on this site.
- "4. Streams and areas of wetlands and 100-year floodplain are found to occur on this property. Because this application does not propose any specific land disturbance, it is not possible to determine if these features and the associated buffers will be impacted by future development. During the review of the Preliminary Plan of Subdivision, each of these features and their associated buffers that compose the Patuxent River Primary Management Area (PMA) shall be identified. Because the Subdivision Ordinance requires that the PMA shall be preserved to the fullest extent possible, all disturbances to these features shall be avoided. In the event disturbances are unavoidable, a letter of justification for all proposed PMA impacts will be required. It is generally the policy of the staff to support PMA disturbances associated with infrastructure only. Disturbances solely for the purposed of creating additional density are generally not supported."

- (2) **Notwithstanding subparagraphs (C) and (D), above, where the application anticipates a construction schedule of more than six (6) years (Section 27-179), public facilities (existing or scheduled for construction within the first six (6) years) will be adequate to serve the development proposed to occur within the first six (6) years. The Council shall also find that public facilities probably will be adequately supplied for the remainder of the project. In considering the probability of future public facilities construction, the Council may consider such things as existing plans for construction, budgetary constraints on providing public facilities, the public interest and public need for the particular development, the relationship of the development to public transportation, or any other matter that indicates that public or private funds will likely be expended for the necessary facilities.**

A construction schedule of less than six years is anticipated.

G. Conformance with the Purposes of the Zone Requested:

The purposes of the M-A-C Zone are to:

- (1) **Establish (in the public interest) a plan implementation zone, in which (among other things):**
- (A) **Permissible residential density is dependent upon providing public benefit features and related density increment factors; and**
- (B) **The location of the zone must be in accordance with the adopted and approved General Plans, Master Plan, or public urban renewal plans;**

In approving the original Basic Plan for the property, the District Council determined that the proposed public benefit features would permit development of greater than the base density of 780 residential units, granting a maximum of 1,950 dwelling units in a mix of types. The subject application does not seek to change the number of residential units or density.

- (2) **Establish regulations through which adopted and approved public plans and policies (such as the General Plan, Master Plans, and public urban renewal plans for Major Metro Centers, New Town Centers, and Corridor City Centers) can serve as the criteria for judging individual physical development proposals;**

In approving the Basic Plan, the District Council specified that the subject property was to be developed as commercial office and employment uses. The applicant's request to amend the list of permitted uses to include high-rise residential apartment units and townhouses is not consistent with the master plan or Council's findings in its various approvals for the LTC.

- (3) **Assure the compatibility of proposed land uses with existing and proposed surrounding land uses, and existing and proposed public facilities and services, so as to promote the health, safety, and welfare of the present and future inhabitants of the Regional District; and**

The District Council previously determined that restricting Parcel D of the LTC to commercial office and employment uses was necessary to ensure a comprehensively planned mixed-use development compatible with surrounding uses and public facilities/services to promote the health, safety, and welfare of the present and future inhabitants of the Regional District. The District Council determined that other sections of LTC were better suited for the residential uses proposed by the applicant for Parcel D.

(4) Encourage and stimulate balanced land development.

The master plan serves as the guide to the types of uses that will encourage and stimulate balanced land development. In the case of the subject property, commercial-office and employment uses were determined to be the type of development that is most appropriate. While the 2002 General Plan suggests additional residential uses may be appropriate in areas adjoining Metro stations, Parcel D has not been identified as an area for residential uses. Although this application does not preclude commercial development on the remainder of Parcel D, neither does it help achieve the long-sought goal of employment uses at LTC.

CONCLUSION:

The applicant has failed to demonstrate conformance with the requirements for amending the Basic Plan as contained in Sections 27-197(c) and 27-195(b) of the Zoning Ordinance. Foremost, this request does not conform to the 1990 master plan for Largo-Lottsford, which recommends commercial-office uses for the subject property. Every District Council and Planning Board decision since that time has reinforced that recommendation. Although it is true that the 2002 General Plan suggests a greater residential mix is preferred around Metro stations, Parcel D has not been recognized as an appropriate site for such uses in the *Preliminary Sector Plan and Proposed Sectional Map Amendment for the Morgan Boulevard and Largo Town Center Metro Areas*. In addition, the applicant has failed to demonstrate why these recommendations and a further 25 years' worth of comprehensive planning decisions are no longer valid. Staff therefore, recommends DENIAL of this proposal to amend the approved Basic Plan (A-9903/A-9280/A-9281.)