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# Comprehensive Design Plan

## CDP-9002-09

Application	General Data	
<b>Project Name:</b> Largo Town Center, Parcel 147 (formerly known as Parcel 2, Block D, and also known as Parcel I)  <b>Location:</b> Southwest quadrant of the intersection of Arena Drive and Lottsford Road.  <b>Applicant/Address:</b> Parcel D2, LLC 164 Conduit Street Annapolis, MD 21401  Attention: Eliot Powell	Planning Board Hearing Date:	04/29/10
	Staff Report Date:	04/21/10
	Date Accepted:	08/03/09
	Planning Board Action Limit:	N/A
	Plan Acreage (Parcel 147):	8.49
	Plan Acreage (Entire LTC)	175.1
	Zone:	M-A-C
	Dwelling Units:	300
	Commercial GFA:	160,000 sq. ft.
	Planning Area:	73
	Tier:	Developing
	Council District:	06
	Election District	13
	Municipality:	N/A
	200-Scale Base Map:	202NE08

Purpose of Application	Notice Dates	
300 multifamily units and 160,000 square feet of commercial space.	Informational Mailing:	01/22/09
	Acceptance Mailing:	03/17/09
	Sign Posting Deadline:	03/30/10

Staff Recommendation		Staff Reviewer: Jeanette Silor	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Comprehensive Design Plan CDP-9002-09  
Type I Tree Conservation Plan TCPI/022/05-1  
Largo Town Center, Parcel 147

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

EVALUATION

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

- a. The requirements of the Zoning Ordinance for the Major Activity Center (M-A-C) Zone.
- b. The requirements of the basic plan for Zoning Map Amendments A-9280 and A-9281.
- c. The requirements of Comprehensive Design Plans CDP-8804, CDP-8905, and CDP-9002 and their subsequent revisions.
- d. The requirements of the Woodland Conservation and Tree Preservation Ordinance.
- e. Referral comments.

FINDINGS

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

1. **Request:** This application for Largo Town Center, Parcel 147, proposes 115,000 to 160,000 square feet of office and supporting commercial uses, a maximum of 300 multifamily residential units (formerly known as Parcel 2, Block D, and Parcel I), and a freestanding parking garage which will be used to support the office building. Previously approved CDP conditions are proposed to be modified, involving requirements relating to setbacks and green space.
2. **Location:** The subject property, Parcel 147, is located within Largo Town Center, north of the Largo Metro Station, and forms the southwest quadrant of the intersection of Arena Drive and Lottsford Road in Planning Area 73, Council District 6, the Developing Tier, and Subarea 4 of

the May 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* (MORLAR).

3. **Surrounding Uses:** The site is bounded to the north by Arena Drive; to the east by Lottsford Road; to the south and southeast by WMATA (Washington Metropolitan Area Transit Authority) tracks; and to the west by the Boulevard at the Capital Centre shopping center.

The overall Largo Town Center development, consisting of 175.1 acres of land, is bounded to the north by Arena Drive; to the east by Landover Road (MD 202); to the south by Central Avenue (MD 214); and to the west by the Largo Metro Station and the Boulevard at the Capital Centre development.

4. **Previous Approvals:**

#### **Original Basic Plan**

Largo Town Center (LTC) consists of two separate Zoning Map Amendments, A-9280 and A-9281, and was approved by the District Council through the adoption of the 1978 Sectional Map Amendment (SMA) for the Largo-Lottsford Area, Planning Area 73, placing 175.1± acres in the M-A-C Zone (CR-75-1978). Maximum development yields for the M-A-C Zone include 1,950 dwelling units on 78 acres, 2.3 million square feet of commercial space, and 300,000 square feet of retail space.

#### **Basic Plan Amendments**

Several basic plan amendments have been approved since the original approval of the zone in 1978 that have changed maximum development levels and locations of land uses from the original basic plan. The following table contains a chronology of the basic plan and its amendments for Largo Town Center:

<b>Basic Plan Actions</b>	<b>Date Approved</b>	<b>Purpose</b>
A-9280 A-9281	6/7/78	Original 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 were capped at 1,950 on 78 acres, 2.3 million square feet of commercial space, and 300,000 square feet of retail space.
A-9280 A-9281	5/23/88	(Zoning Ordinance ZO-31-1988) Basic Plan amendment changed density and intensity to reflect several right-of-way impacts through the intervening years. 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	(ZO-57-1989) Basic Plan amendment allowed gas stations as a permitted use. Included the previous 13 conditions and 14 CDP considerations; retained same development potentials.

Basic Plan Actions	Date Approved	Purpose
A-9280 A-9281	6/14/93	(ZO-12-1993) Basic Plan amendment to allow senior housing on Parcel C. Included 15 conditions and the 14 CDP considerations previously approved. Three conditions were added regarding District Council review of uses on Parcel A and senior housing on Parcel C. Base dwellings were adjusted to 780 units which is consistent with the original approval, with a public benefit increment factor allowing up to 1,170 additional units for a maximum 1,950 dwellings.
A-9903-C	4/26/94	(ZO-19-1994) Basic Plan amendment rezoned 4± acres of Parcel D from the C-O Zone to the M-A-C Zone and added the land area to the Basic Plan. Previous conditions and considerations were carried forward.
A-9280/06-C A-9281/06-C	7/11/05	(ZO-4-2005) 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 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 base density was again set at 774 dwellings with a public benefit allowing an additional 1,170 dwellings for a total of 1,935 dwelling units.
A-9903/02 A-9280/07 A-9281/07	Pending	Parcel D was the subject of this proposed 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 1.05 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 of approval is currently the subject of a judicial review before the Circuit Court, which has not yet ruled on the matter.
A-9280/08 A-9281/08	9/22/08	<b>(ZO-25-2008) Basic Plan amendment was approved for the subject property to add 300 mid-rise condominiums, in addition to the 160,000 square feet of office space, which was originally approved, to be constructed within a five-story office building, and a full service bank.</b>
A-9280/09 A-9281/09	7/21/08	(ZO-20-2008) 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.

### Comprehensive Design Plan and Revisions

The following table summarizes Planning Board and District Council actions taken on the previously approved comprehensive design plan and its revisions for Largo Town Center.

CDP Actions	Date Approved	Purpose
CDP-8804	10/31/88	District Council affirms PGCPB Resolution No. 88-479 for various uses and densities for all parcels, including a maximum of 665,000 square feet of office space for Parcel D, along with various design standards. The CDP also approved the overall residential density cap of 1,440 dwellings (per PGCPB Resolution No. 88-479 and supplemental 10/6/88 staff report). This CDP approved 1.75 million square feet of commercial floor area, 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.
CDP-8905	9/25/89	District Council affirms PGCPB Resolution No. 89-396 decreasing green space and requiring an urban park on Parcel D; establishes design considerations for a proposed hotel on Parcel B and requires a cross-parking easement be established between Parcels B and C and the M-NCPPC prior to specific design plan (SDP) approvals per Condition 15 of Comprehensive Design Plan CDP-8804.
CDP-9002	4/16/90	Amended CDP-8804 and CDP-8905 conditions regarding fee-in-lieu for recreational facilities, 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 PGCPB Resolution No. 91-238 revising conditions regarding fee-in-lieu for recreational facilities, 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 PGCPB Resolution No. 93-149 to allow 110 senior housing units on Parcel C in accordance with the (ZO-57-1989) Basic Plan amendment and modifies fee-in-lieu conditions
CDP-9002/03	3/3/94	Planning Board denied request to amend Condition 2 of CDP-9002/01.
CDP-9002-04	3/31/94	District Council affirms PGCPB Resolution No. 94-119, approving a base intensity and maximum of 1.37 million square feet of commercial office and employment use on Parcel D and establishing green area, setbacks, heights, a one-acre urban park, and structured parking. Overall 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.
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.
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) 970 units committed to development within the LTC, only 470 units remain to be developed elsewhere under the LTC cap of 1,440 dwellings.
CDP-9002-07	Withdrawn	

CDP Actions	Date Approved	Purpose
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). 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 dwelling units proposed in the approved underlying amended Basic Plan.
<b>CDP-9002-09</b>	<b>Subject Application</b>	<b>This CDP application proposes 300 mid-rise condominiums, 160,000 square feet of office space within a five story office building, and a separate pad site (full service bank) on Parcel I.</b>
CDP-9002/10	7/21/09	Proposes to eliminate some conditions of approval of 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).

### **Preliminary Plans**

On November 17, 1988, the Planning Board approved Preliminary Plan of Subdivision 4-88195, Largo Town Center, including the subject property. On June 19, 1997, the Planning Board approved PGCPB Resolution No. 97-163 which placed the subject property in reservation for the proposed Addison Road Metrorail extension for three years between July 1, 1997 and July 1, 2000. On December 22, 2005, the Planning Board approved Preliminary Plan of Subdivision 4-05040 for the subject property, which subsequently expired.

Several specific design plans (SDPs) have been approved within the overall Largo Town Center.

5. **Design Features:** The overall Largo Town Center is an irregular-shaped site, which is traversed from north to south by two main roadways: Largo Center Drive to the east and Lottsford Road to the west. Between these two roads is an existing, man-made lake, which serves as a recreational and visual amenity for the surrounding pods of multifamily and townhouse development. The portion of the site east of Largo Center Drive is designated for commercial retail development and contains the existing Largo Town Center shopping area. The portion of the site west of Lottsford Road is designated for commercial office and retail development. The subject property was known as Parcel I during the review of the original CDP and is located in the northern portion of the overall site and makes up the southwest quadrant of the intersection of Arena Drive and Lottsford Road. The applicant is seeking approval of a mixed-use development of 160,000 square feet of office space and supporting commercial uses, and a maximum of 300 residential units.

The comprehensive design plan shows two proposed access points along Arena Drive: one designed as a full-movement intersection and one designed as right-out only, which will be used by drive-through patrons of the proposed pad site. One additional right-in, right-out access point is shown along the property's frontage along Lottsford Road. The residential development is concentrated in the eastern portion of the site, where first floor retail uses are proposed along the Arena Drive frontage. Two independent residential structures are separated by a main street that divides the eastern portion of the site at a near central location. The office building, pad site, and the supporting structured parking are proposed in the western portion of the site.

## COMPLIANCE WITH EVALUATION CRITERIA

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

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

**Comment:** The plan remains in conformance with approved Basic Plans A-9280 and A-9281. Several conditions of approval of A-9280/08 and A-9281/08 warrant discussion as follows:

1. **All previous conditions of approval and CDP considerations listed in the previously approved Basic Plan Amendment (Zoning Ordinance No. 4-2005) and other previous preliminary plans and Comprehensive Design Plans will remain in effect unless otherwise modified by the subject Basic Plan Amendment.**

**Comment:** Conformance to previous approvals is discussed below (see pages 6–26).

2. **The proposed mixed-use development on this property shall include a minimum of 115,000 square feet and a maximum of 160,000 square feet of office and supporting commercial uses and a maximum of 300 residential units.**

**Comment:** The subject application proposes 148,000 square feet of office space, 8,000 square feet of retail, a 4,000-square-foot bank pad site (total of 160,000 square feet), and 300 multifamily residential units in accordance with the requirements of this condition. Staff recommends that the condition above be carried over as a condition of this CDP to ensure conformance.

3. **No building permits shall be issued for any residential uses on the property prior to the issuance of building permits for a minimum of 115,000 square feet of office and supporting retail uses and commencement of the building foundation for the main office building structure. A certification prepared by a qualified engineer shall be used to provide verification that the office building has commenced construction. It must include, at a minimum, photographs of portions of the office building foundation. This condition shall be carried forward to all subsequent Comprehensive Design Plans, Preliminary Plans and Specific Design Plans for the subject property.**

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

4. **The Applicant shall provide a data table clearly showing the total acreage of the site, the total acreage of easements for underground tracts, the net acreage and the proposed density and FAR calculations for the subject site and the overall Largo Town Center.**

**Comment:** This information was provided on the basic plan and is shown on the comprehensive design plan.

5. **The following land use quantities shall be established for the Largo Town Center:**

**Zone: M-A-C (New Town or Corridor City Center)**

**Area: 175.1+/- Acres**

**Residential Density**

**Residential Area: 77.4 acres**

**Base residential density (10 du/acre): 774**

**Increment: 1,170 units**

**Maximum dwelling units (25 du/acre): 1,935 units**

**Commercial Density\***

**Gross Commercial Area: 97.7 acres**

**Base Commercial Space (0.2 FAR): 851,160 square feet**

**Increment: 1,448,840 square feet**

**Maximum commercial space (0.54 FAR): 2,300,000 square feet\*\***

**Maximum retail commercial space: 300,000 square feet**

**\*The exact number of dwelling units and amount of commercial floor area will be determined on the basis of public benefit features to be provided by the Applicant, pursuant to Section 27-491(b) of the Zoning Ordinance, with said benefit features being staged in conjunction with residential and commercial development at the time of the Comprehensive Design Plan is approved by the Planning Board.**

**\*\*The overall maximum commercial space can be reduced by a maximum of 201,000 square feet if it cannot be accommodated on the remaining undeveloped parcels.**

**Comment:** The submitted plans are in conformance with these established development levels.

6. **The Comprehensive Design Plan application shall include the exact breakup of the proposed office square footage, the ancillary retail uses and the bank. It shall also include information on the type of the proposed residential units (one-bedroom, two-bedroom, etc.), the square footage for each type of residential unit and the required and proposed parking for the office, residential and ancillary retail uses.**

**Comment:** The subject application proposes 148,000 square feet of office space, 8,000 square feet of retail, a 4,000-square-foot bank (total of 160,000 square feet), and 300 multifamily residential units in accordance with the requirements of this condition. The plans indicate that 180 one-bedroom units (approximately 800 square feet), 90



two-bedroom units (approximately 1,100 square feet), and 30 three-bedroom units (approximately 1,300 square feet) are proposed. A parking tabulation was also included on the plans, which indicates that with full build-out, the required and provided parking will be 881 spaces. It should be noted that this information may change at the time of specific design plan, as the comprehensive design plan is a type of concept plan.

- 7. The Comprehensive Design Plan application shall include a Conceptual Site Plan showing the location of the office, residential, retail and parking structures, the vehicular access points, vehicular circulation, pedestrian access points, pedestrian circulation, extent of landscape buffers, all easements, etc.**

**Comment:** A conceptual site plan was submitted with the comprehensive design plan application and shows the location of the proposed structures, pedestrian and vehicular access points and circulation, bufferyards, and easements.

The location of buildings as shown on the conceptual site plan is generally acceptable. A five-story multifamily building with first-floor retail is proposed at the southwest corner of the intersection of Arena Drive and Lottsford Road. Furthest west, a five-story office building is proposed along the property's Arena Drive frontage. Between these two buildings is a two-story, freestanding pad site building (possibly a bank), which is set back further than the other two buildings. The result is an inconsistent building height and edge along Arena Drive. At the time of specific design plan, the applicant should explore the possibility of moving the bank building to the west, which would allow the two larger, more compatible buildings to be located side-by-side. Alternatively, a multistory building where the bank pad site is located would create more consistency in building height and a consistent edge to the streetscape.

A freestanding parking structure is proposed in the western portion of the site, behind the bank and office buildings. Although this parking structure will be partially screened by the proposed buildings, the structure will be visible from Arena Drive and highly visible from the Boulevard at the Capital Centre property. Therefore, the parking structure should be designed so that it is as attractive, viewed from all sides, as the other buildings on the site. Large, punched openings should be avoided. Instead, the fenestration pattern should mimic the adjacent buildings. High quality, masonry-based materials should be used and architectural detailing should be comparable to the adjacent buildings.

The Transportation Planning Section's trails planner reviewed the conceptual site plan and indicated that the pedestrian access and circulation as shown is acceptable at this stage in the review process; however, specific details of all pedestrian amenities should be provided and reviewed at the time of specific design plan.

The conceptual site plan indicates that the ultimate site design may not allow for the provision of the full extent of the required bufferyards. The bufferyards should be reviewed further at the time of specific design plan to evaluate the sufficiency of the proposed buffers and to determine if additional buffering should be required.

- 8. An application for a new Preliminary Plan of Subdivision shall be filed for the subject property. The new preliminary plan shall make a new determination of transportation adequacy to address the increase in peak-hour trips and the inclusion of the residential use on the property. The**

**plan shall also address previous transportation conditions of approval that are applicable to the subject property and any previously approved overall trip caps for the entire Largo Town Center.**

**Comment:** This condition remains valid. A new preliminary plan will be required for the subject site.

- 10. Prior to the submission of the Comprehensive Design Plan application, a revised Forest Stand Delineation text and plan shall be submitted for Parcels 1-A and 1-B, Block D, as part of a Natural Resources Inventory (NRI) application. A staff-signed NRI shall be included in the application package for the CDP.**

**Comment:** No revision to the natural resources inventory (NRI) has been submitted to the Environmental Planning Section since the original approval of the NRI in 2005. This information is needed to determine compliance with Condition 17 as noted below.

Prior to certificate approval of the comprehensive design plan and prior to the submittal of any future preliminary plans for the subject site, a revised forest stand delineation (FSD) text and plan for Parcels 1-A and 1-B, Block D, as part of a revised and signed NRI, should be submitted. The revised FSD should include the existing conditions of the specimen trees located adjacent to the Capital Centre, Lot 1 boundary. This information should include detailed condition analyses, photographs, and individual evaluations for each tree. The evaluation of the existing trees should be prepared by a certified arborist, licensed tree expert, or landscape architect.

- 11. All subsequent plan submittals shall reflect the location of the unmitigated 65 dBA Ldn noise contour for Lottsford Road for this property based on a Phase I noise study.**

**Comment:** A Metro Rail Noise and Vibration Analysis for the subject site, prepared by Phoenix Noise and Vibration and dated July 26, 2005, was submitted with the application, which concluded that the measured noise levels comply with Maryland State standards with regard to noise criteria for residential and residential-type land uses. The measured vibration levels comply with the criteria of the International Organization for Standardization (ISO); therefore, no mitigation of Metro Rail noise and vibration is required. No further information about noise impacts is required.

- 14. The Comprehensive Design Plan application shall include information regarding the anticipated construction schedule. It shall also include an amenities package for the office, residential and retail uses to ensure that the proposal is a high-quality development.**

**Comment:** The office component is required to be built concurrently with or prior to the construction of the residential portion of the development, pursuant to Condition 3 of the basic plan. It is envisioned that the two residential buildings will be built in a continuous sequence of development. The project construction timeframe is anticipated to be approximately six years.

On-site indoor and outdoor recreational facilities are proposed in association with the residential portion of the development and include a landscaped plaza and putting green, a courtyard with swimming pool, landscaped gardens with pergolas and sitting areas, an indoor clubhouse, fitness facility, and business center. Staff is recommending several conditions relating to the treatment of the retail frontage along Arena Drive, which will ensure that the streetscape will be high quality and attractive to pedestrians. The concept site plan shows several surface parking spaces between the office building and the parking structure, which occupy space that could be utilized as an outdoor amenity for office workers. At the specific design plan stage, the design of this area should be enhanced to include a pedestrian amenity space with tables and chairs, landscaping, decorative paving, etc. for the use of future office workers as an area to socialize or eat lunch and to relax. A trail (one sidewalk) system should also be designed so office workers can walk during breaks for exercise.

- 15. Landscape buffers shall be provided along the Capital Centre property line to visually screen the development from the center. Landscape buffers shall also be provided along the underground tracks easement to create visual appeal. The landscape buffers shall be reviewed during the Specific Design Plan stage.**

**Comment:** Conceptual bufferyards are shown on the comprehensive design plan between the subject site and the Capital Centre property and WMATA easement as required by this condition. The conceptual site plan, required by Condition 7 of the basic plan, indicates that the ultimate site design may not allow for the provision of the full extent of the required bufferyards. The bufferyards will be reviewed further at the time of specific design plan, as indicated by this condition, to evaluate the sufficiency of the proposed buffers and to determine if additional buffering will be required.

- 16. A cohesive relationship shall be created between the office and residential components by using similar landscape elements, paving materials, etc. throughout the development. The landscape elements and paving materials shall be reviewed during the Specific Design Plan stage. The bank building shall have at least two stories of useable office space (bank or other office uses) and shall be compatible in scale and design with surrounding structures. The height, scale and design of the bank building shall be reviewed during the SDP stage.**

**Comment:** As discussed above, at the time of specific design plan, the applicant should explore the possibility of moving the bank building to the west, so that the two larger, more compatible buildings could be located side-by-side. This would create more consistency in building height and an uninterrupted street edge. The condition above has been carried forward as a condition of this plan to ensure conformance at the time of the specific design plan.

- 17. The Comprehensive Design Plan application shall include:**
  - a. Design standards that establish design and review parameters, including setbacks, lot coverage, and other design standards for the materials, architecture and signage for the entire site. The text shall also address the streetscape improvements along both Arena Drive and Lottsford Road's frontage of the proposed Grand Boulevard.**

**Comment:** The applicant submitted the proposed design standards on April 3, 2010 (attached). Staff will provide an analysis at the Planning Board hearing.

- b. A pedestrian circulation plan including the location of bus stop and its supporting pedestrian path network, the location and design of pedestrian crossing and other protective measures that protect the pedestrian from vehicular traffic.**

**Comment:** A bus stop location is indicated on the circulation plan. The sidewalk along Arena Drive provides access from the site to the bus stop. Details of the proposed bus stop and associated amenities should be reviewed at the specific design plan stage.

- c. Proposed buffering and screening design, specifically relating the residential development to internal and external uses.**

**Comment:** Conceptual bufferyards are shown on the comprehensive design plan between the subject site and the Boulevard at the Capital Centre property and WMATA easement. The conceptual site plan required by Condition 7 of the basic plan indicates that the ultimate site design may not allow for the provision of the full extent of the required bufferyards. The bufferyards should be reviewed further at the time of specific design plan to evaluate the sufficiency of the proposed buffers and to determine if additional buffering will be required.

The revised Type I tree conservation plan for this site proposes the clearing of all existing woodlands on the site that previously provided a vegetative buffer to the Capital Centre, located to the southwest of this property. This is an area where there are existing specimen trees located within a hedgerow-like area. Further evaluation of the condition of the existing specimen trees and their potential for retention should be provided so a determination can be made whether removal of all on-site woodlands is in keeping with the intent of Condition 17(c).

The requirement of submission of a FSD and a NRI (see the discussion of Condition 10 of the Zoning Map Amendment) addresses the information necessary to address Condition 17(c). At the time of specific design plan review, the existing trees and associated vegetation should be evaluated further and a recommendation will be made with regard to its preservation or the clearing and replanting of the area per the requirements of the *Prince George's County Landscape Manual*, as stated in Section 4.7, Buffering Incompatible Uses. It should be noted that along the proposed residential uses and external property lines, a building setback of 50 feet and a landscaped yard of 40 feet is required by the manual. The conceptual site plan does respect these requirements.

- 18. The Comprehensive Design Plan application shall include information regarding the improvements for Largo Town Center Park to be constructed by the Applicant and the construction schedule for the improvements. The Applicant shall construct in the Largo Town Center Park, a terrace (including planters, steps, handrails and brick paving) as specified on the plans for the Largo Town Center Park prepared for M-NCPPC by P.E.L.A**

**Design, Inc., dated October 2002, and technical specifications dated July 18, 2002, prepared by the M-NCPPC staff. The Applicant shall be responsible for obtaining County construction permits. The Applicant, his successors, and/or assigns shall construct the off-site recreational facilities for Largo Town Center Park in phase with development. Prior to issuance of the second residential building permit in Parcel I, the off-site recreational facilities shall be completed.**

**Comment:** In order to exceed the current density cap of 1,400 units established by the various CDP approvals, the applicant proposed to provide various public benefit features, including construction of public facilities such as the “Terrace Garden Steps” in the Largo Town Center Park. The applicant is providing public benefit features as part of the development of Parcel I, which allows construction of 300 residential dwelling units.

The Department of Parks and Recreation (DPR) has developed plans for all components of the Largo Town Center Park, located at the intersection of Harry S. Truman Drive and Largo Center Drive. The multi-phased park development plan includes an eight-foot-wide boardwalk across an existing pond; a boardwalk plaza; a trail connector to the Largo Town Center homeowners association (HOA) trail system; an entrance plaza with sitting area; a trellis; an ADA-compliant path leading to the boardwalk; terrace garden steps leading to the deck overlooking the lake; a fountain in the lake; stone piers; an ornamental metal fence with a park sign; a 2,000-square-foot water play area; and landscaping.

DPR completed the construction of the boardwalk and boardwalk plaza in 2004. The construction of the boardwalk and plaza was completed by utilizing an earlier developer’s monetary contribution of \$694,199.

Since DPR’s Capital Improvement Program (CIP) has not included funding to complete the remaining phases of the park, DPR staff, with the support of the Largo Town Center community, sought assistance from the development community. At the time of review and approval of the amendments to Basic Plan applications A-9280 and A-9281/08, Largo Town Center (Parcel 2 Block D, formerly Parcel I), A-9280 and A-9281/09, Largo Town Center (Parcel B), Detailed Site Plans DSP-04062, Metropolitan of Largo (Parcel F), and DSP-06025, Largo Park (Lots 1 and 2, Block D), the developers of the subject parcels committed to construct Add Alternates 1, 2, 3, and 5 of the Largo Town Center Park. At that same time, DPR allocated \$75,000 of CIP funds for Add Alternate 4.

The table below shows milestone events and timeframe for the park improvements:

<b>Phase</b>	<b>Description</b>	<b>Status</b>	<b>Responsible Party</b>	<b>Timing of construction</b>
Base	Eight-foot-wide Boardwalk, boardwalk plaza, trail connector to Largo Town Center HOA trail system. Easement for the construction and use and maintenance	Completed	<b>Developers contribution of \$694,199 and M-NCPPC CIP Funds \$13,741i</b>	<b>Completed January 2004</b>
	Lake Fountain and sidewalk along Harry Truman Drive	Completed	<b>Developer of Parcel E</b>	<b>Completed Summer 2008</b>
Add Alternate 1	Brick and stone paving entrance plaza with sitting area, trellis, handicap accessible path to boardwalk	Completed	<b>Developer of Metropolitan of Largo, Parcel F, DSP-04062</b> , approved by the Planning Board on 4/21/05, RFA in place.	<b>Completed Fall 2008</b>
Add Alternate 2	Terrace Garden Steps(Planters, Steps, Handrails, and Brick Paving)	Pending	<b>Developer of Largo Town Center, Parcel - I, A-9280/81/08, Condition 18.</b> Approved by District Council.	Prior to issuance of building permit for 2nd residential building on Parcel I
Add Alternate 3	Metal Fence, Stone Piers and Park Sign	Pending	<b>Developer of Largo Park Lots 1 &amp; 2, Block D, DSP-06025, Conditions 2 and 3.</b> Approved by District Council on 5/14/07.	Prior to 164th U&O Permits
Add Alternate 4	Landscaping	Pending	<b>M-NCPPC, \$75,000 CIP FY10</b>	Landscaping will be installed after completion of add alternatives 1,2, and 3
Add Alternate 5	Jumping Jewels Play Area, Pedestrian Bridge, Stone Wall, Stone Boulders, Electrical and Water Connection* The subject Parcel B is subject to cross parking easement recorded in Liber 11561 folio 569. It states that location of the parking space (cross parking easement for 100 parking spaces) shall be mutually agreed prior to the issuance of 1st building permit.	Pending	<b>Developer of the Crescents at Largo Town Center, Parcel B, A-9280/81/09, Conditions 19 and 20.</b> Approved by Planning Board on 10/11/07.	Prior to 136th Building Permit (238 Dwelling units) in Parcel B.

In 2008, the developer of Metropolitan of Largo, Parcel F, completed Add Alternate 1 which included an entrance trail, plaza with sitting area, and an accessible path to the boardwalk.

Unfortunately, three remaining phases of the park construction are on hold and waiting for developers' construction. Timing of the construction of these phases is dependent on the success of these projects.

Condition 18 of approved Basic Plans A-9280 and A-9281/08 required the applicant to include information regarding improvements for Largo Town Center Park and the construction schedule for the improvements. The applicant's statement of justification listed improvements commencing within one to three years after the start of construction and, once commenced, completed within one year and/or prior to issuance of the second residential building permit.

DPR staff understands that timing of construction of the residential buildings is dependent upon the economy and demand for mid-rise condominium units in this community. In addition, according to the applicant's schedule, it will take three years, once the project starts, before the terrace garden steps will be available to the residents of the Largo Town Center.

Uncertainties regarding the progress of various development projects in Largo Town Center, upon which park construction is dependant, has led to an alternative approach to Largo Town Center Park construction. DPR staff met with the applicant to discuss the alternatives in lieu of the construction of terrace garden steps. DPR staff and the applicant mutually agreed to the possible alternative of the payment of a fee-in-lieu of construction of the terrace garden steps. The applicant agreed to pay a fee-in-lieu of construction of the terrace garden steps (also known as Add Alternate 2), if DPR constructed the park facilities prior to the issuance of the second residential building permit on Parcel I. The applicant provided a cost estimate, which was approved by DPR staff, showing that the construction of terrace garden steps would cost \$232,420. The applicant agreed to make a payment in the amount of \$232,420 (2010 dollars), as adjusted for inflation, prior to the issuance of the second residential building permit on Parcel I. This timing is the same as previously approved for the completion of the park construction. At this time, DPR is proposing to use available CIP funding to construct Add Alternate 2, the terrace garden steps, and for the applicant to reimburse DPR the cost of construction via a fee-in-lieu of construction payment. Pending adoption of this resolution for the payment of fee-in-lieu of construction of terrace garden steps, DPR staff can proceed with permitting, bidding, and construction of the terrace garden steps.

DPR staff believes that this option provides flexibility in the development of the Largo Town Center Park and, most importantly, provides the option that park improvements will be available to the residents of Largo Town Center before construction on Parcel I begins.

In addition, the applicant proposes on-site indoor and outdoor recreational facilities to meet the recreational needs of future residents in the project area. These include a landscaped plaza and putting green in Building A; a courtyard with swimming pool; landscaped gardens with pergolas and sitting areas; an indoor clubhouse; a fitness facility; and a business center. The on-site amenities package will be further refined at the time of specific design plan phase.

DPR staff believes that if the recommended condition is adopted, the public benefit feature identified in Condition 18 of approved Basic Plans A-9280 and A-9281/08 (terrace garden steps in Largo Town Center Park) will be built either by the applicant or the Maryland-National Capital Park and Planning Commission (M-NCPPC). In the event M-NCPPC builds the facilities, the cost of construction will be reimbursed by the applicant. The proposed option of a fee-in-lieu payment for construction of the Terrace Garden Steps will meet the intent and purpose of Condition 18 of Basic Plans A-9280 and A-9281/08 with the following condition.

- a. Prior to issuance of the second residential building permit for Parcel 2, Block D, also known as Parcel I, the applicant shall provide evidence that either:
  - (1) The applicant has paid a fee-in lieu to DPR in the amount of \$232,420 (in 2010 dollars or as adjusted for inflation in accordance with the

Consumer Price Index for all Urban Consumers published by the United States Department of Labor for the fiscal year preceding the year in which the actual construction is completed by DPR in the event DPR has constructed the terrace garden steps as specified on the plans for the Largo Town Center Park prepared for M-NCPPC by P.E.L.A Design, Inc., dated October 2002, and technical specifications dated July 18, 2002, prepared by the M-NCPPC staff (the “Terrace Improvements”) or has announced its intent to construct the terrace improvements; or

- (2) The applicant has constructed the terrace improvements (also known as Add Alternate 2), in which event, the applicant shall be responsible for obtaining all needed construction permits.

- 19. The Applicant, his successors, and/or assigns shall provide adequate, private recreational facilities on site in accordance with the standards outlined in the Parks and Recreation Facilities Guidelines. The Comprehensive Design Plan application shall include a list of private indoor and outdoor recreational facilities and their location. Adequacy of the private recreational facilities will be determined at the Comprehensive Design Plan stage and the location, design and details of the recreational facilities shall be reviewed at the Specific Design Plan Stage.**

**Comment:** Based on the formula for determining the value of recreational facilities to be provided, the applicant will be required to provide recreational facilities with a minimum total value of approximately \$191,000 for 300 multifamily units in Planning Area 73. The applicant is proposing to construct a landscaped plaza and a putting green in Building A, a courtyard with a swimming pool and landscaped gardens with sitting areas in Building B, and an indoor clubhouse room, fitness facility, business center, and golf simulator. The proposed recreational facilities have been found to be adequate, but will be further reviewed at the time of specific design plan, as required by the condition above.

- 20. The Comprehensive Design Plan application shall include the location of the Master Plan trail/sidewalk along Arena Drive and Lottsford Road. The width, landscaping and details of the trail/sidewalk shall be reviewed at the Specific Design Plan stage.**

**Comment:** Wide sidewalks are proposed along both Arena Drive and Lottsford Road, as indicated on the submitted plans. The need for any additional enhancements or amenities should be considered at the time of specific design plan.

- 21. The Specific Design Plan application shall include bicycle parking in accordance with the DDOZ standards of the adopted and approved Morgan Boulevard and Largo Town Center Metro Areas Sector Plan.**

**Comment:** Design Standard J of the Sidewalks, Crosswalks, and Trails portion of the Development District Overlay Zone (DDOZ) requires that “bicycle parking facilities and racks shall be located in highly visible and well-lit areas convenient to building entrances.” Furthermore, recommendation three on page 39 of the sector plan recommends the provision of “bicycle racks and lockers at shopping centers and



employment areas, and other appropriate sites.” The appropriate number and location of racks and/or lockers will be determined at the time of SDP based on the total number of units provided and the layout of the site.

**22. The Specific Design Plan shall include internal sidewalks and walkways.**

**Comment:** Sidewalk and crosswalk width and surface type should be clearly indicated and labeled on the SDP. In some locations on the CDP, areas for street trees are included directly in the sidewalk, resulting in a narrowing of the space for pedestrians in these areas. On the submitted conceptual site plan, these sidewalks appear to narrow down to three feet in width in the areas with tree boxes. Staff recommends that a five-foot clear space be maintained in all areas in order to comfortably accommodate the higher levels of pedestrians anticipated in the town center and to meet ADA (Americans with Disabilities Act) standards.

**23. The Comprehensive Design Plan application shall include the location of a pedestrian connection from the subject property to the adjacent Capital Centre development. The details of the pedestrian connection shall be reviewed at the Specific Design Plan stage.**

**Comment:** The submitted CDP includes two potential pedestrian connections from the subject site to Capital Centre, Lot 1. Details of these connections should be provided at the time of SDP. Improvements should be coordinated with the adjacent property owner/manager to ensure that a complete connection is provided and not just a connection ending at the property line. These connections may involve a sidewalk or trail with curb cuts from the subject site to the parking lot of the adjacent site and marked walkways to the shopping center.

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

**Comment:** The proposed mixed-use development emphasizes the transit-oriented nature of the site and allows intense commercial development to be concentrated in close proximity to the adjacent metro station in a way that would be difficult to achieve in any conventional zone.

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

**Comment:** The applicant provided the following justification in response to this requirement within the comprehensive design plan text:

“The proposal includes work, supporting retail and commercial uses and living opportunities all within walking distance to each other and to the Metro Station and Boulevard at Capital Centre. Design features include pedestrian connections, structured parking minimizing the need for expansive surface parking lots, amenities within the site for residents of the Subject Property and improvements to the offsite recreation park system included in Largo Town Center for the benefit of office workers, residents and citizens of the County. Emphasis on architecture, streetscape design, landscaping, pedestrian and vehicular access and buffering will make the project a vibrant place to

shop and work in a manner consistent with long range plans for the area and compatible with surrounding uses.”

Staff generally agrees with the applicant’s statements and has recommended several conditions of approval relating to design elements, facilities, and amenities that will ensure that the needs of residents, employees, or guests of the project will be satisfied.

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

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

“The proposed revision to the CDP does not alter the land uses approved previously for the adjacent properties. The intensity of the proposed project is in accordance with the approved revised Basic Plan (A-9280/9281/08). Approval and construction of the project will help complete the recreational park for the entire community through the public benefit features proposed by this application. The design for the project is compatible with existing uses and will help complete the development of the Largo Town Center. The project proposes one of the first office components within the Town Center, thus enhancing the mixed-use opportunities.”

The proposed development will be compatible with existing land use and zoning in the immediate surroundings. Lots 1 and 2, Block D, located across Arena Drive, are zoned M-U-I (Mixed-Use Infill) and were approved for a mixed-use development of 318 multifamily residential dwelling units, 79,749 square feet of office, and 18,872 square feet of commercial/retail and restaurant space (DSP-06025). Parcel A-1, located south of the subject site and adjacent to the metro station, was approved for office use (SDP-0804). There is existing multifamily development across Lottsford Road and existing retail development west of the subject site within the Boulevard at the Capital Centre. The proposed mixed-use development will be compatible with these existing and approved land uses. Where the property is adjacent to an incompatible land use, the provisions of the Landscape Manual will mitigate the incompatibility.

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

**(A) Amounts of building coverage and open space;**

**Comment:** The applicant has requested modifications to the green area requirements established by Condition 5 of CDP-8905.

**5. The design standards shall be modified to a 50% green space requirement for residential parcels, and 25% green space for commercial (office) parcels. The 20% green space requirement for the retail parcel shall remain unchanged. Green space is defined in terms of the net tract area.**

Specifically, the applicant requests that the 50 percent green space requirement for residential development previously approved be reduced to 40 percent and that the 25 percent green space requirement for commercial development be increased to 30 percent.

The applicant submitted the following justification for this request:

“The Green Area established minimums of 50% for residential uses and 25% for commercial uses do not meet the goals and objectives of the General Plan or the Sector Plan for development in the Metropolitan Core. These generous standards are for low- to medium-density developments in suburban locations and were established well before the arrival of the Largo Metro Station. These standards are no longer considered appropriate guidelines for highly urbanized transportation hubs such as the Largo Metro Center. Maintaining these unusually high standards of Green Area for this particular location would certainly run contrary to the principles of Smart Growth. To address this issue, the Applicant is requesting a reduction in the Green Area to 40% for the residential portion and 30% for the commercial portion of the Subject Property. It should be noted that approximately 18% of the Green Area of the residential portion is above grade (e.g., within open air plazas between buildings) and approximately 24% of the Green Area of the residential portion is on grade.”

The conceptual site plan submitted with the comprehensive design plan application, as required per the basic plan condition, proposes only 24 percent of the green area on grade. The applicant argues that the remainder of the green area is proposed on top of the parking podium associated with the proposed multifamily buildings. Per the definition of green area provided within Section 27-107.01(103) of the Zoning Ordinance, green area may include landscaped areas covering structures provided that they are not more than 12 feet above ground level. At this stage of the review process, sufficient detail is not available to confirm that the area counted toward fulfillment of the minimum green area requirement will be located not more than 12 feet above ground level. Staff agrees that a large minimum percentage of green space as currently required is more appropriate for a suburban environment rather than an intensive transportation-oriented design (TOD) development. This modification is also consistent with recent approvals associated with Parcel A-1 (CDP-9002/10) in which the minimum green area requirement was reduced to 35 percent. However, staff supports the applicant’s requested modifications to the green area requirements only if the green area provided meets the Zoning Ordinance definition. If it does not, then the applicant should have requested a greater reduction, as amending the definition in the Zoning Ordinance of the term “green area” would have required a variance application.

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

**Comment:** The applicant is requesting a modification of the building setback restrictions in order to better serve the goals and objectives as set forth in both the 2002 *Prince George’s County Approved General Plan* and the sector plan. Specifically, the applicant is requesting that the 25-foot minimum setback established by Comprehensive Design Plan CDP-8804 be modified to ten feet. The applicant provided the following justification for this request:

“Much like the Green Area standards mentioned above, the minimum building setback from a public road was established before the opening of the Largo Metro Station and clearly was intended for a more suburban-like development. As with the case made for less Green Area, the reduction in building setbacks from a public road increases the density potential of the site and, more importantly, creates the atmosphere of a city street and allows a majority of the

parking to be located behind or under the buildings. To address this issue, the Applicant is requesting the setback from a public road be reduced from 25 feet to 10 feet.”

Staff concurs that the reduction in the building setback from 25 feet to ten feet is appropriate given the urban, transit-oriented nature of the proposed development. The MORLAR DDOZ established a 10- to 16-foot build-to requirement (from edge of curb) for Subarea 2 of the Largo Town Center core area, which is located directly across Arena Drive from the subject site. Therefore, staff recommends the establishment of a ten-foot build-to line requirement for the subject property which will establish a consistent streetscape on either side of Arena Drive.

Although the comprehensive design plan indicates that buildings will be set back consistently along Arena Drive, the conceptual site plan shows the office building set back approximately 10 feet, the bank building set back approximately 35 feet, and the mixed-use multifamily and retail building set back approximately 25 feet from the right-of-way. The 2004 approved sector plan and sectional map amendment for the Morgan Boulevard and Largo Town Center Metro Areas recommends the creation of a “consistent building setback from the road for new development to provide for pedestrian-friendly access and to create comfortable spaces along the street” within the Largo Town Center Metro core area (page 62). At the time of SDP, conformance to this recommendation should be applied to the subject site and buildings should meet a build-to line along Arena Drive to establish a unified streetscape.

**(C) Circulation access points;**

**Comment:** Circulation access points are designed to provide adequate and efficient access to the subject property while minimizing impacts on adjoining land uses. Points of access to the subject property are substantially the same as envisioned in prior approvals.

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

**Comment:** There is no staging impediment to the construction of the proposed project on the subject property. The subject property is proposed to be built in a continuous phase of development with the office component being built concurrent with the residential uses.

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

**Comment:** According to the Special Projects Section, the required fire and rescue and police for the subject property have been determined to be adequate. A school facilities surcharge will be required to be paid at the time of issuance of each building permit in accordance with County Council Bill CB-31-2003.

According to the Transportation Planning Section, the proposed amendment to the approved CDP will not be an unreasonable burden on existing, programmed, and planned transportation facilities with 100 percent construction funding in the County CIP, the State CTP, or fully bonded and permitted for construction, and the requirements pertaining to transportation facilities under Section 27-521 of the Zoning Ordinance would be met if the application is approved with three conditions, as discussed below.

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

The subject parcel is located just outside the Capital Beltway (I-495/95), and in the southwest quadrant of the intersection of Lottsford Road and Arena Drive. The subject property is part of the overall Largo Town Center and will be developed in accordance with amended and approved Basic Plans (A-9280-C and A-9281/08-C) and the proposed CDP. Once the proposed CDP application is approved, a new preliminary plan of subdivision with a new determination of adequacy for the affected transportation facilities would be required. The subject site consists of approximately 8.51 acres of land in the M-A-C Zone. The entrance to the Largo Town Center Metro Station is less than one quarter-mile from the subject site. The proposed application is an amendment that is intended to allow for the construction of up to 148,000 gross square feet (GSF) of office use, no more than 8,000 GSF of ancillary retail to be located in the first level of the planned residential buildings, a 4,000 GSF bank building, and 300 residential units.

Parcel 147 is one of 11 identified parcels within the Largo Town Center. On November 17, 2005, the Planning Board approved Preliminary Plan 4-05040. Considerable analysis was done in support of that preliminary plan of subdivision. At that time, a number of determinations regarding the ultimate development for this parcel were made. These findings included a determination that the site's close proximity to the Largo Town Center Metro Station provided justification for a 20.5 percent reduction for transit from the published trip generation rates for office development. That preliminary plan has since expired and is no longer valid. Nonetheless, the transit reduction is still appropriate and will be used in analyzing this application.

#### **Transportation Staff Findings**

- a. The application is a comprehensive design plan amendment for a mixed-use development consisting of 148,000 GSF of office use, 8,000 GSF of ancillary retail space, a 4,000 GSF bank building, and 300 residential condominium units. The proposed development would generate 501 AM and 557 PM weekday peak-hour vehicle trips, as determined using the "Guidelines for the Analysis of the Traffic Impact of Development Proposals (Guidelines)." By applying the approved reduction for transit share because of the site's close proximity to the regional metro rail system, the site-generated AM and PM vehicle trips noted above would be reduced to 396 AM and 441 PM vehicle trips, respectively.
- b. The traffic generated by the proposed comprehensive design plan would impact the following intersections:
  - Arena Drive and MD 202 (Landover Road)—signalized,
  - Arena Drive and Lottsford Road—signalized, and
  - Arena Drive and Capital Centre Boulevard—signalized.
- c. The subject property is located within the Developing Tier, as defined in the *Prince George's County Approved General Plan*. As such, the subject property is evaluated according to the following standards:
  - (1) Links and signalized intersections: level-of-service (LOS) E, with signalized intersections operating at a critical lane volume (CLV) of 1,450 or better.
  - (2) Unsignalized intersections: *The Highway Capacity Manual* (Transportation Research Board) procedure for unsignalized intersections is not a true test of adequacy, but rather an indicator that further operational studies need to be

conducted. Vehicle delay in any movement exceeding 50.0 seconds is deemed to be an unacceptable operating condition at unsignalized intersections. In response to such a finding, the Planning Board has generally recommended that the applicant provide a traffic signal warrant study and install the signal (or other less costly warranted traffic controls) if deemed warranted by the appropriate operating agency.

- d. The following intersections, interchanges, and links identified in Finding (b) above, when analyzed with existing traffic and existing lane configurations, operate as follows:

<b>EXISTING TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
Arena Drive and MD 202	1264	1224	C	C
Arena Drive and Lottsford Road	512	790	A	A
Arena Drive and Capital Center Boulevard	195	668	A	A

- e. None of the intersections identified in Finding (b) above are programmed for improvement with 100 percent construction funding within the next six years in the current Maryland Department of Transportation Consolidated Transportation Program or the Prince George's County Capital Improvement Program. Background traffic has been developed using approved development encompassing the area bounded by I-495/95 (Capital Beltway), MD 202, and MD 214 (Central Avenue). Since the reported State Highway Administration (SHA) Annual Daily Traffic (ADT) volumes for the past three years show negative trends for major roadways in the study area, no additional growth rate in through traffic are included in the reported background conditions.
- f. The following intersections, interchanges, and links identified in Finding (b) above, when analyzed with the programmed improvements in Finding (e) above and background traffic as developed using the Guidelines, operate as follows:

<b>BACKGROUND TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
Arena Drive and MD 202	1264	1323	C	D
Arena Drive and Lottsford Road	791	1162	A	C
Arena Drive and Capital Center Boulevard	376	736	A	A

- g. The following intersections, interchanges and links identified in Finding (b) above, when analyzed with the programmed improvements in Finding (e) above and total future traffic as developed using the Guidelines, including the trip generation as described in Finding (a) above and the distribution as described in the traffic study operate as follows:

<b>TOTAL TRAFFIC CONDITIONS</b>				
<b>Intersection</b>	<b>Critical Lane Volume (AM &amp; PM)</b>		<b>Level of Service (LOS, AM &amp; PM)</b>	
Arena Drive and MD 202	1264	1362	C	D
Arena Drive and Lottsford Road	939	1291	A	C
Arena Drive and Capital Center Boulevard	418	765	A	A
Arena Drive and Site Access-Unsignalized intersection 1	35.1*	182.4*	---	--
*In analyzing unsignalized intersections, average vehicle delay for various movements through the intersection is measured in seconds of vehicle delay. The numbers shown indicate the greatest average delay for any movement within the intersection. According to the Guidelines, delay exceeding 50.0 seconds indicates inadequate traffic operations. Values shown as "+999" suggest that the parameters are beyond the normal range of the procedure, and should be interpreted as a severe inadequacy.				

- h. As indicated in the above table, each of the signalized intersections is projected to operate at acceptable levels of service under total traffic during both the AM and PM peak hours. The proposed Arena Drive site access would not operate acceptably as an unsignalized intersection. With signalization, this intersection would also operate at acceptable level-of-service A, during both peak hours. Based on the discussions with DPW&T, the proposed full access onto Arena Drive would be possible only if the applicant agrees to signalize this intersection in accordance with DPW&T standards and requirements.

### **Transportation Staff Conclusions**

Based on the preceding findings, the Transportation Planning Section concludes that the proposed amendment to the approved CDP will not be an unreasonable burden on existing, programmed, and planned transportation facilities with 100 percent construction funding in the County Capital Improvement Program, the State Consolidated Transportation Program, or fully bonded and permitted for construction. Therefore, transportation staff believes that the requirements pertaining to transportation facilities under Section 27-521 of the Prince George's County Code would be met if the application is approved with the following conditions:

- The applicant and the applicant's heirs, successors, and/or assignees shall revise the submitted CDP plan prior to signature approval to provide for a full site access from Arena Drive.
- Prior to the issuance of any building permit, the applicant and the applicant's heirs, successors, and/or assignees shall conduct a signal warrant study for the proposed access on Arena Drive, and enter into a binding agreement with DPW&T to provide full funding for the installation of the required traffic signal with pedestrian countdown phase, pedestrian cross walks on all approaches, and any other associated geometric modifications warranted by DPW&T.

- c. The total development within the subject property shall be limited to 148,000 GSF of office use, 8,000 GSF of retail space, 4,000 GSF bank building, and 300 residential condominium units, or any equivalent development that would generate no more than 396 AM and 441 PM peak-hour vehicle trips. These figures include the 20 percent approved reduction for transit.
- (8) **Where a Comprehensive Design Plan proposal includes an adaptive use of a Historic Site, the Planning Board shall find that:**
- (A) **The proposed adaptive use will not adversely affect distinguishing exterior architectural features or important historic landscape features in the established environmental setting;**
  - (B) **Parking lot layout, materials, and landscaping are designed to preserve the integrity and character of the Historic Site;**
  - (C) **The design, materials, height, proportion, and scale of a proposed enlargement or extension of a Historic Site, or of a new structure within the environmental setting, are in keeping with the character of the Historic Site;**

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

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

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

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

**Comment:** This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the property has a previously approved tree conservation plan. A revised Type I Tree Conservation Plan (TCPI/22/05-01) was submitted with the revised comprehensive design plan and has been reviewed.

The woodland conservation threshold for this site is 1.28 acres (15 percent of the net tract). The revised TCPI proposes to clear the site of all woodlands. The amount of existing woodlands on the site under the previously approved TCPI was 0.83 acre; the plan shows the reduction of the existing woodlands to 0.72 acre on the revised TCPI. The existing woodland quantity of 0.83 acre must be used on this plan as previously approved. The amount of required woodland conservation based on the clearing of the entire site as currently proposed is 2.11 acres.

The TCPI has proposed to meet the entire requirement with credits for off-site mitigation on another property, which would require 2.11 acres of off-site woodland conservation credit to meet the requirements of the Woodland Conservation Ordinance.



The information submitted is insufficient to determine whether the removal of the specimen trees is appropriate, or whether they may provide a desirable buffering effect. Additional information about the condition of the trees and potential for their retention is the subject of a proposed condition.

In addition, the conceptual site plan submitted with this application shows that the development proposes to make an alternative compliance request in order to reduce the required landscape bufferyard and the required buffer yard building restriction setback. The TCPI associated with the CDP should be revised to show compliance with the required Landscape Manual bufferyards for the proposed use of the site. At a later date, after sufficient analysis has taken place, an alternative compliance option may be considered.

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

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

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

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

## **7. Comprehensive Design Plans:**

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

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

### **Architectural Standards**

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

**Comment:** As discussed above, a five-story multifamily building with first-floor retail is proposed at the southwest corner of the intersection of Arena Drive and Lottsford Road. Further west, a five-story office building is proposed along the property's Arena Drive frontage. Between these two buildings is a two-story, freestanding pad site (bank building) which is set back further than the other two buildings. The result is an inconsistent building scale and streetscape along Arena Drive. At the time of specific design plan, the applicant should explore the possibility of moving the bank building to the west so that the two larger, more compatible buildings could be located side-by-side,

or increasing the height of the bank pad site. This would create more consistency in building scale and an uninterrupted street edge.

The conceptual building elevations provided indicate that the buildings will be finished with a mixture of high-quality, masonry materials including cast concrete, concrete masonry units (CMU), and face brick. The building elevations should be reviewed in more detail at the specific design plan stage to ensure that the materials, scale, massing, and style of the proposed buildings are compatible.

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

**Comment:** The conceptual elevations provided with the comprehensive design plan application show a monotonous, uninviting façade where retail uses are proposed on the first floor of the multifamily building at the corner of Lottsford Road and Arena Drive. This area should be designed as a vibrant pedestrian space. Visual interest should be provided through variation in materials and color at the street level, pedestrian scaled signage, awnings, outdoor seating areas, and high-quality pedestrian amenities. Specific details of this area should be provided and reviewed with the specific design plan application.

Consideration should be given, at the time of specific design plan, to mimicking the approved pedestrian plaza at the northwest corner of the intersection of Arena Drive and Lottsford Road within the Largo Park development (DSP-06025) on the south side of that intersection. Such a plaza would enhance the prominent corner on the subject property at the intersection of Arena Drive and Lottsford Road and would provide a consistency in design on both sides of Arena Drive.

- **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:** This standard remains valid; however, the level of detail required to ensure conformance is not required at this stage in the process. The specific design plan should demonstrate conformance with the above standard.

- **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:** This standard remains valid; however, the level of detail required to ensure conformance is not required at this stage in the process. The specific design plan should demonstrate conformance with the above standard.

### **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, a freestanding parking structure is proposed in the western portion of the site, behind the bank and office buildings. Although this parking structure will be partially screened by the proposed buildings, the structure will be somewhat visible from Arena Drive and highly visible from the Boulevard at the Capital Centre property. Therefore, the parking structure should be designed so that it is as attractive as the other buildings on the site. Large openings should be avoided. Instead, the fenestration pattern should mimic the adjacent buildings. High quality, masonry-based materials should be used, and architectural detailing should be comparable to the adjacent buildings.

### **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:** Staff has recommended several conditions relating to street level interest, pedestrian connections, and building layout which will ensure that the concerns above regarding pedestrian interest are addressed.

**CDP-8905:** On September 25, 1989, the District Council approved Comprehensive Design Plan CDP-8905 subject to 12 conditions, of which the modification to green space was previously discussed in this report.

**CDP-9002:** On April 16, 1990, the District Council approved Comprehensive Design Plan CDP-9002 subject to four conditions, none of which is applicable to the subject CDP revision.

**CDP-9002/01:** On July 30, 1991, the District Council approved Comprehensive Design Plan CDP-9002/01 subject to ten conditions and one consideration, none of which are directly applicable to the subject CDP revision.

8. **Preliminary Plan of Subdivision 4-88195:** On November 17, 1988, the Prince George's County Planning Board approved Preliminary Plan of Subdivision 4-88195 subject to ten conditions, none of which are directly applicable to the subject CDP revision.
9. **Referrals:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:

**Community Planning**—The Community Planning North Division indicated that the application is consistent with the 2002 General Plan Development Pattern policies for a Metropolitan Center and conforms to the land use recommendations of the 2004 *Approved Sector Plan and Sectional Map Amendment for Morgan Boulevard and Largo Town Center Metro Areas* for mixed multifamily residential, commercial office, and retail uses on this development site. The only significant sector plan issue raised by the Community Planning North Division is the potential for

transportation impacts on the Arena Drive/Lottsford Road intersection, which they recommended be mitigated through conditions of approval of this application.

The Transportation Planning Section's analysis of the subject application and the need for mitigation of the Arena Drive/Lottsford Road intersection was previously discussed in this report.

**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 designates both Arena Drive and Lottsford Road as master plan trail/wide sidewalk corridors. The DDOZ also provides guidance regarding sidewalk facilities and pedestrian access. The Sidewalks, Crosswalks, and Trails portion of the DDOZ includes the following design standards.

- a. **Sidewalks shall be provided on both sides of all public streets subject to the approval of DPW&T.**
- b. **Walkways shall connect all uses, sidewalks, and public spaces in the most direct way possible, carrying across and through public spaces and street intersections.**
- c. **Sidewalks shall be wide enough to accommodate pedestrians, street amenities, and bicyclists (where in-road facilities do not exist, as follows... (see Sector Plan, page 116 for details).**
- d. **Sidewalks shall be set back from the curb edge. A green, landscaped strip at least five feet in width shall separate street from sidewalk to allow for the planting of shade trees to further protect pedestrians and enliven the streetscape.**
- e. **Sidewalks shall be constructed of concrete, brick paving, or other appropriate, high-quality materials. Asphalt shall not be used as a paving material for sidewalks.**
- f. **Sidewalk materials should be carried across streets along crosswalks to identify pedestrian crossings and maintain consistent pedestrian paths.**
- g. **Crosswalks should be provided at all intersections. At locations with high pedestrian traffic, these crosswalks should be safe crosses, with bump-outs, special paving, reflector treatments, countdown pedestrian crossing signs, or street narrowing at corners to provide a greater degree of pedestrian safety (subject to the approval of DPW&T and other appropriate agencies).**
- h. **All sidewalks, crosswalks, and trails shall comply with the Americans with Disabilities Act (ADA).**
- i. **Sidewalks, crosswalks, and trails shall be well lighted with pedestrian-scale lighting fixtures.**
- j. **Bicycle parking facilities and racks shall be located in highly visible and well-lit areas convenient to building entrances.**
- k. **Pedestrian circulation should provide convenient and well-marked access to the Metro stations.**

The master plan facilities along both Arena Drive and Lottsford Road have been constructed as six- to seven-foot-wide sidewalks along the frontages of the subject application. Additional review at the time of SDP will consider streetscape design and the locations of amenities within the streetscape.

The trails planner also provided a detailed analysis of the plan's conformance with conditions of Basic Plans A-9280 and A-9281/08, which is discussed above in Finding 6. The six recommended conditions have been included in the recommendation section of this report.

**Department of Parks and Recreation (DPR)**—The Department of Parks and Recreation (DPR) provided a detailed analysis of the subject application's conformance with the conditions of approval of the basic plan, which is discussed above in Finding 6.

**Environmental**—The Environmental Planning Section provided a detailed analysis of the subject application's conformance with previous approvals and the Woodland Conservation and Tree Preservation Ordinance, which is discussed above in Finding 6. Analysis of the application's conformance with the sector plan and the Approved Countywide Green Infrastructure Plan was also provided as follows:

#### **Sector Plan Environmental Infrastructure Recommendations**

The approved sector plan and sectional map amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004) provides recommendations to be considered throughout the Largo Town Center Metro core area, which are intended to be a guide for the design, development, and redevelopment of the existing site. Those that are pertinent to review by the Environmental Planning Section are addressed as follows:

1. **The preservation and enhancement of designated green infrastructure elements that include environmentally sensitive areas such as stream valleys, floodplains, wetlands and steep and severe slopes. Some of these features are located in . . . Subarea 4 of Largo Town Center Metro core area . . . Environmentally sensitive areas shall be preserved during the land development process using existing regulations. The existing environmental features shall be enhanced, and lost features shall be replaced to the fullest extent possible.**

**Comment:** The subject property contains no environmentally-sensitive areas.

2. **The green corridors that include . . . the 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 for environmental preservation in this sector plan . . . these green corridors will be part of a network of corridors throughout the county for the movement of people.**

**Comment:** The subject property contains no green corridors.

3. **Preservation of priority woodland through existing regulations during the land development process. These areas include woodlands associated with 100-year floodplain, nontidal wetlands, stream corridors, severe slopes, steep slopes with highly erodible soils, critical woodland habitat, and specimen and historic trees.**

**Comment:** The Type I tree conservation plan proposes the removal of all on-site trees, which includes specimen trees located in required landscape buffers. The removal of the specimen trees is to be evaluated further after the submittal of additional information.

**9. The reduction of the spillover of lighting and the total lighting output of individual sites. This is particularly important for areas that are adjacent to residential uses such as . . . Subareas 4 and 5 of Largo Town Center Metro core area.**

**Comment:** A lighting study will be required at the time of specific design plan for the subject property. Full cut-off optic fixtures will be required to reduce light spillover.

At the time of specific design plan, a lighting study should be submitted that addresses the reduction of spillover lighting into residential areas and the total lighting output of the individual sites. The plan should show the use of full cut-off optics and the photometric plan should show no more than 0.5 foot-candles of light at each property line.

**Conformance with Development District Standards**

The approved sector plan and sectional map amendment for the Morgan Boulevard and Largo Town Center Metro Areas (May 2004) contains specific development district standards to be addressed for the Largo Town Center Metro core area. None of these are directly applicable.

**Conformance with the Countywide Green Infrastructure Plan**

The subject property is not located within the designated network of the Green Infrastructure Plan.

**Zoning**—The Zoning Section indicated that the proposed comprehensive design plan is in conformance with the approved basic plan.

**Historic Preservation**—The Historic Preservation Section indicated that the subject application will have no effect on identified historic sites, resources, or districts.

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

The Special Projects Section has reviewed this comprehensive design plan in accordance with Section 27-521 of the Zoning Ordinance, which states that:

**The staging of development will not be an unreasonable burden on available public facilities.**

The plan proposes to build 300 multifamily units and 160,000 square feet of office and commercial space on the subject property.

**Police Facilities**—The proposed development is within the service area of Police District II, Bowie. There is 267,660 square feet of space in all of the facilities used by the Prince George's County Police Department. As of July 1, 2009 (U.S. Census Bureau), county population estimate is 834,560. Using the 141 square feet per 1,000 residents, it calculates to 117,672 square feet of space for police. The current amount of space exceeds the guideline of 117,672 square feet.

**Fire and Rescue**—The Special Projects Section has reviewed this plan for adequacy of fire and rescue services in accordance with Section 24-122.01(a)(2), Section 24-122.01(d) and Section

24-122.01(e)(1)(B) thru (E) of the Subdivision Regulations and staff has determined that this preliminary plan is within the 7-minute required response time for the first due fire station using the *Seven Minute Travel Times and Fire Station Locations Map* provided by the Prince George's County Fire/EMS Department.

First Due Fire/EMS Company #	Fire/EMS Station	Address
46	Kentland	10400 Campus Way South

**Capital Improvement Program (CIP)**—The Prince George's County FY 2010-2015 Approved Capital Improvement Program budget funded for a new Fire/EMS Station in 2009 at St. Joseph Drive and Ardmore Road.

The above findings are in conformance with the 2008 *Adopted and Approved Public Safety Facilities Master Plan* and the "Guidelines for the Analysis of Development Impact on Fire and Rescue Facilities."

**Public Schools**—County Council Bill CB-31-2003 established a school facilities surcharge in the amounts of: \$7,000 per dwelling if a building is located between Interstate 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 an 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. County Council Bill CB-31-2003 allows for these surcharges to be adjusted for inflation and the current amounts are \$8,120 and \$ 13,921 to be paid at the time of issuance of each building permit.

The school facilities surcharge may be used for the construction of additional or expanded school facilities and renovations to existing school buildings or other systemic changes. An impact analysis on school facilities will be conducted at the time of subdivision application in accordance with Section 24-122.02 of the Subdivision Regulations.

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

**State Highway Administration (SHA)**—At the time of the writing of the staff report, final comments have not been received from SHA.

## RECOMMENDATION

Based on the foregoing evaluation and analysis, Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Comprehensive Design Plan CDP-9002-09 and Type I Tree Conservation Plan TCPI/022/05-1, with the following conditions:

1. All conditions of approval of Basic Plans A-9280 and A-9281/08, Comprehensive Design Plans CDP-8804, CDP/8905, and CDP-9002 shall remain in full force and effect, unless specifically modified below.
2. The proposed mixed-use development on this property shall include a minimum of 115,000 square feet and a maximum of 160,000 square feet of office and supporting commercial uses and a maximum of 300 residential units.

3. Prior to certificate approval of the comprehensive design plan and prior to the submission of a preliminary plan of subdivision for the subject property:
  - a. A revised forest stand delineation text and plan for Parcels 1-A and 1-B, Block D, as part of a revised and signed natural resources inventory (NRI), shall be submitted. The revised FSD shall include the existing conditions of the specimen trees located adjacent to the Capital Centre, Lot 1 boundary. This information shall include detailed condition analyses, photographs, and individual evaluations for each tree. The evaluation of the existing trees shall be prepared by a certified arborist, licensed tree expert, or landscape architect.
  - b. The TCPI shall be revised as follows:
    - (1) Show the retention of woodlands on-site which include the existing specimen trees located adjacent to the Capital Centre, Lot 1 boundary. At time of specific design plan and TCPII preparation, the potential for the retention of the existing trees shall be further reviewed based on additional information submitted as part of the NRI;
    - (2) Use the previously approved quantity of existing woodlands on the site for calculating the woodland conservation requirements (0.83 acre);
    - (3) Show compliance with the required Landscape Manual landscaped bufferyards and building restriction line setbacks for the proposed use of the site;
    - (4) Reflect the additional information provided on the NRI regarding the specimen trees located on-site;
    - (5) Show the use of woodland preservation on-site in the required landscape buffer adjacent to the Capital Centre, Lot 1;
    - (6) Have the revised plans signed and dated by the qualified professional who prepared them.
  - c. The CDP shall be revised to provide for a potential full site access from Arena Drive if deemed acceptable by DPW&T.
4. At the time of specific design plan:
  - a. The applicant shall explore the possibility of moving the bank building to the west, so that the two larger, more compatible buildings can be located side-by-side, creating more consistency in building height.
  - b. A cohesive relationship shall be created between the office and residential components by using similar landscape elements, paving materials, etc. throughout the development. The landscape elements and paving materials shall be reviewed during the specific design plan stage. The bank building shall have at least two stories of useable office space (bank or other office uses) and shall be compatible in scale and design with surrounding structures. The height, scale, and design of the bank building shall be reviewed during the SDP stage.



- c. Landscape buffers shall be provided along the Boulevard at the Capital Centre property line to visually screen the development from the center. Landscape buffers shall also be provided along the underground tracks easement to create visual appeal. The landscape buffers shall be further analyzed to determine whether additional width of buffer should be required.
  - d. Details and specifications of the proposed bus stop shelter and associated amenities shall be submitted for review and approval.
  - e. 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.
  - f. Refuse and waste removal areas, service yards, and large loading areas shall be screened from view from public ways with masonry screening materials that are harmonious to the building.
  - g. In areas where tree planters are located within the sidewalk, a minimum clear space of five feet shall be maintained for pedestrians.
  - h. Per Standards F and G of the Sidewalks, Crosswalks, and Trails portion of the Morgan Boulevard and Largo Town Center Metro Areas DDOZ, sidewalk paving materials and special treatment shall be carried across the crosswalk along Lottsford Road at the subject site's ingress/egress point. Special paving treatments shall also be considered at pedestrian crossings at the time of SDP.
  - i. Provide bicycle parking at two or more locations throughout the subject site in highly visible and well-lit locations convenient to building entrances. The locations and number of bicycle racks and/or lockers shall be determined at the time of SDP.
  - j. The width, landscaping and details of the trail/sidewalks along the subject property's frontages of Arena Drive and Lottsford Road shall be reviewed at the time of specific design plan. Pedestrian amenities, landscaping, lighting, and sidewalk width will be evaluated in detail at that time.
  - k. A photometric plan shall be submitted that addresses the reduction of spillover lighting into residential areas and the total lighting output of the individual sites. The plan shall show the use of full cut-off optics and show no more than 0.5 foot-candles of light at each property line.
5. An overall pedestrian circulation plan shall be provided as part of the first SDP, per Condition 17 of approved Basic Plans A-9280 and A-9281. This plan shall include the location and width of all sidewalks, the location of the bus stop and supporting pedestrian paths, the location and number of bicycle parking facilities, and the location of pedestrian connections to the adjacent Largo Town Center development.
  6. The details of pedestrian connections to the adjacent Boulevard at the Capital Centre development shall be provided in accordance with Condition 23 of approved Basic Plans A-9280 and A-9281. These connections shall extend to the edge of the parking lot of the adjacent development and include striped or contrasting walkways to the shopping center, pending the

approval of or a use agreement with the Boulevard development or property manager. The applicant shall be responsible for constructing the connections to the limits of the subject property if an agreement is not reached between the two property owners.

7. The green area requirement for the subject property shall be a minimum of 40 percent for the residential portion and 30 percent for the commercial portion. At the time of SDP, the applicant shall provide evidence that the green area provided meets the definition of green area pursuant to Section 27-107.01(103) of the Zoning Ordinance.
8. A build-to line of ten feet shall be applied consistently along Arena Drive to establish a unified streetscape.
9. Buildings shall be compatible in terms of exterior materials and colors, scale and massing, and style.
10. The area in front of the proposed retail shall be designed to enhance visual interest provided through variation in building materials and color at the street level, pedestrian-scaled signage, awnings, outdoor seating areas, and high-quality pedestrian amenities. Specific details of the streetscape and retail façades shall be provided and reviewed with the specific design plan application.
11. No building permits shall be issued for any residential uses on the property prior to the issuance of building permits for a minimum of 115,000 square feet of office and supporting retail uses and commencement of the building foundation for the main office building structure. A certification prepared by a qualified engineer shall be used to provide verification that the office building has commenced construction. It must include, at a minimum, photographs of portions of the office building foundation. This condition shall be carried forward to all subsequent comprehensive design plans, preliminary plans and specific design plans for the subject property.
12. Prior to the issuance of any building permit, the applicant and the applicant's heirs, successors, and/or assignees shall conduct a signal warrant study for the proposed access on Arena Drive, and enter into a binding agreement with DPW&T to provide full funding for the installation of the required traffic signal with pedestrian countdown phase, pedestrian cross walks on all approaches, and any other associated geometric modifications warranted by DPW&T.
13. A pedestrian amenity area shall be provided in association with the office component of the development and shall include seating areas, landscaping and decorative paving, at a minimum. Details of this amenity area shall be reviewed at the time of specific design plan.
14. Prior to issuance of the second residential building permit for Parcel 2, Block D, also known as Parcel I, the applicant shall provide evidence that either:
  - a. The applicant has paid a fee-in lieu to DPR in the amount of \$232,420 (in 2010 dollars or as adjusted for inflation in accordance with the Consumer Price Index for all Urban Consumers published by the United States Department of Labor for the fiscal year preceding the year in which the actual construction is completed by DPR in the event DPR has constructed the terrace garden steps as specified on the plans for the Largo Town Center Park prepared for M-NCPPC by P.E.L.A Design, Inc., dated October 2002, and technical specifications dated July 18, 2002, prepared by the M-NCPPC staff (the "Terrace Improvements") or has announced its intent to construct the terrace improvements; or

- b. The applicant has constructed the terrace improvements (also known as Add Alternate 2), in which event, the applicant shall be responsible for obtaining all needed construction permits.
- 15. The total development within the subject property shall be limited to 148,000 GSF of office use, 8,000 GSF of retail space, 4,000 GSF bank building, and 300 residential units, or any equivalent development that would generate no more than 396 AM and 441 PM peak-hour vehicle trips. These figures include the 20 percent approved reduction for transit.