



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

Note: Staff reports can be accessed at <http://mncppc.iqm2.com/Citizens/Default.aspx>

# Detailed Site Plan

## Wawa College Park

# DSP-19061

REQUEST	STAFF RECOMMENDATION
Approval for a 4,736-square-foot food and beverage store and a gas station	APPROVAL with conditions

<b>Location:</b> Approximately 215 feet west of the intersection of US 1 (Baltimore Avenue) and IKEA Center Boulevard.	
Gross Acreage:	1.47
Zone:	M-X-T
Dwelling Units:	N/A
Gross Floor Area:	4,736 sq. ft.
Planning Area:	66
Council District:	01
Election District:	01
Municipality:	N/A
200-Scale Base Map:	212NE04
<b>Applicant/Address:</b> 10050 Baltimore Avenue, LLC 3939 Wisconsin Avenue, NW Washington, DC 20016	
<b>Staff Reviewer:</b> Thomas Burke <b>Phone Number:</b> 301-952-4534 <b>Email:</b> Thomas.Burke@ppd.mncppc.org	



Planning Board Date:	04/30/2020
Planning Board Action Limit:	05/05/2020
Staff Report Date:	04/14/2020
Date Accepted:	02/25/2020
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Acceptance Mailing:	02/24/2020
Sign Posting Deadline:	03/31/2020

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THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION  
PRINCE GEORGE'S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-19061  
Wawa College Park

The Urban Design staff has completed its review of the subject application and referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this technical staff report.

**EVALUATION**

The detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The requirements of the Prince George's County Zoning Ordinance in the Mixed Use-Transportation Oriented (M-X-T) Zone and site design guidelines;
- b. The requirements of Conceptual Site Plan CSP-96049-02;
- c. The requirements of Preliminary Plan of Subdivision 4-97121;
- d. Section 27-274 of the Zoning Ordinance for conformance to the site design guidelines;
- e. The requirements of the 2010 *Prince George's County Landscape Manual*;
- f. The requirements of the Prince George's County Woodland Conservation and Tree Preservation Ordinance;
- g. The requirements of the Prince George's County Tree Canopy Coverage Ordinance; and
- h. Referral comments.

**FINDINGS**

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

1. **Request:** This approval of a detailed site plan (DSP) is for a 4,736-square-foot food and beverage store and a gas station.

**2. Development Data Summary:**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	M-X-T	M-X-T
Use	Vacant/Parking Lot	Food and Beverage store and a gas station
Total Acreage	1.47	1.47
Total Gross Floor Area (GFA) (sq. ft.)	0	4,736

**Floor Area Ratio (FAR) in the M-X-T Zone**

Base FAR Permitted	0.40 FAR
Total FAR Permitted	8.00 FAR*
Total FAR Proposed	0.07 FAR

Note: \*With optional method of development, allowed per Section 27-548.

**OTHER DEVELOPMENT DATA**

<b>Total Parking Spaces Provided*</b>	248**
<b>Handicap-Accessible Spaces Provided</b>	12
<b>Loading Spaces Required</b>	1
<b>Loading Spaces Provided</b>	1

Notes: \*The plans provided do not include a chart that clearly identifies the total number of spaces provided for the proposed uses, including compact and handicap-accessible spaces. A condition has been included in the Recommendation section of this report for this chart to be provided.

\*\*The applicant provided a shared-use parking analysis prepared by The Traffic Group on April 1, 2020 for the proposed food and beverage store, gas station, and the adjacent hotel. See Finding 7c for discussion of the parking requirement.

- 3. Location:** The subject property is located on the west side of US 1 (Baltimore Avenue) in the City of College Park, approximately 215 feet west of the intersection of US 1 and IKEA Center Boulevard. The site is in the Walkable Node of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (US 1 Corridor Sector Plan and SMA) and located in Planning Area 66.
- 4. Surrounding Uses:** The site is located at the intersection of IKEA Center Boulevard, and IKEA Way, both private roads that serve this and the surrounding uses, all of which are located in the Mixed Use-Transportation Oriented (M-X-T) Zone. To the west of the subject site is the IKEA retail store; to the south, a hotel, with a restaurant and meeting center; to the north is a mixed-use site consisting of retail, eating and drinking establishments, offices, and multifamily residential units. To the east is parking for the hotel, with US 1 beyond.

5. **Previous Approvals:** Conceptual Site Plan CSP-96049 was approved by the Prince George's County District Council for the subject site on February 10, 1997. The CSP was then known as Gateway Park and consisted of a hotel/historic inn, 410,000 square feet of office, and 402,000 square feet of retail uses to be developed in two stages.

On February 19, 1998, the Prince George's County Planning Board approved a Preliminary Plan of Subdivision (PPS) 4-97121 (PGCPB Resolution No. 98-26), for the subject property, consisting of four lots and one outlot. On June 10, 1998, DSP-97059 was approved by the District Council for the subject property, but it subsequently expired.

On October 25, 2001, the Planning Board approved DSP-01047 (PGCPB Resolution No. 01-214), which included the subject site, for infrastructure (rough grading only).

On January 31, 2002, the Planning Board approved an amendment to CSP-96049-01 (PGCPB Resolution No. 02-28) and an amendment to DSP-01047-01, for a proposed 380,000-square-foot IKEA store, 410,000 square feet of office uses, and 22,000 square feet of restaurant uses. With the approval of this amendment, IKEA was required to obtain and record an easement agreement with the owners of the Holiday Inn Property (adjacent to the subject property) to create a secondary access point to the IKEA. However, instead of pursuing the easement agreement, the owners of IKEA and Holiday Inn agreed to a land swap, with IKEA conveying a portion of its parking lot to the Holiday Inn, in exchange for Holiday Inn conveying a portion of its property to IKEA, giving IKEA its desired southern access to US 1. IKEA created Lot 9 through a minor subdivision process, with the final plat recorded in May 2002.

On July 24, 2002, IKEA received a staff-level approval of DSP-02035, for the area of Lot 9 only. Then in September 2002, Lot 9 was conveyed to Collmar, LLC, the owner of the Holiday Inn property, at the time. In exchange, IKEA received Parcel H from Collmar, LLC, for the southern access to US 1, and a reciprocal easement and operating agreement was recorded, allowing the various entities cross-access on IKEA Way and IKEA Center Boulevard.

On June 17, 2004, the Planning Board approved the reconsideration of conditions for PPS 4-97121 (PGCPB Resolution No. 98-26(A)), and a second amendment to CSP-96049-02 (PGCPB Resolution No. 04-141) for Summit at North College Park (IKEA Centre), to allow increases in the total permitted retail, office, and residential quantities.

6. **Design Features:** The 1.46-acre site consists entirely of parking and drive aisles. The applicant is proposing to develop this site with a 4,736-square-foot Wawa food and beverage store, to be located near the southwest corner of the lot with a canopy for 10 multi-product fuel dispensers, placed to the north, between the building and IKEA Center Boulevard. The dumpsters and a shed will be located in the southwest corner of the site, on the south side of the retail building.

#### **Architecture**

The food and beverage store will follow a typical corporate design with a beige exterior insulation finish system (EIFS) single-story structure, with a double parapet flat roof, the upper parapet being slightly inset with a white and grey trimmed cap. A 5-foot manufactured stone veneer watertable will be provided on all four façades. The front façade will be symmetrically balanced and centered. A pronounced vestibule, with metal pyramid

hip roof, will extend approximately 10 feet above the top of the parapet. Red metal canopies will flank either side of the vestibule, and storefront fenestration will be provided across approximately 70 percent of the 90-foot-wide front façade. The applicant is including a rear entrance to the store, where it fronts IKEA Way. This entrance will include focal enhancements with manufactured stone veneer columns on either side of a black anodized aluminum framed glass door, with sidelights and a transom, a metal roof awning, and the Wawa corporate name and logo above the entrance. However, the sidewalk accessing this entrance does not directly connect to the existing sidewalk adjacent to IKEA Way. Therefore, a condition is included herein requiring this connection to be made.

The proposed fuel pumps and canopy are reflective of the retail building, also following the typical corporate design. Elements include a slanted grey, metal-seamed canopy, supported by white metal trusses atop manufactured stone veneer columns, which will be positioned on either side of each of the pumps.

The dumpster and shed enclosure will also be reflective of the building architecture with a 5-foot-high, manufactured stone veneer watertable, 4 feet of beige EIFS, and a precast cap. The two enclosures will be secured by solid, double door gates; however, the building materials were not provided for the gate. A condition to provide this detail has been included in the Recommendation section.

### **Signage**

The applicant is proposing a unified sign package including two 20-foot-high freestanding pylon signs, two neon-illuminated building-mounted signs (on the front and rear elevations), signage on the fueling station canopy, spanner signs affixed to the end columns on each side beneath the canopy, and signs on each of the fuel pumps. The logo is distinctive to the corporate brand with “Wawa” in red, and the signature goose in flight, centered above. The freestanding signs will be reflective of the building and canopy architecture with a manufactured stone podium, two beige rectangular columns, and a solid sign face, capped with similar elements to the building parapet. The sign will be double faced, with an illuminated, halo-lit logo of brushed aluminum above illuminated face-lit red lettering. The fuel price display will include regular and diesel prices and will be on digital display boards. At the bottom of the sign face, non-illuminated “No Surcharge ATM PNC BANK” lettering is proposed.

The signage information plan includes several material codes and references to the color specification library; however, this information was not included on the plan. In addition, the signs are identified as Signs A–E; however, there is no diagram indicating where on the site these identifiers are located. Conditions for these issues are included in the Recommendation section.

Sections 27-613(f)(1) and 27-614(e)(1) of the Zoning Ordinance state that the design standards for all signs attached to a building and all on-site freestanding signs should be determined by the Planning Board for each individual development in the M-X-T Zone, at the time of DSP review. Each DSP should be accompanied by plans, sketches, or photographs indicating the design, size, methods of sign attachment, and other information deemed necessary. In approving signage, the Planning Board is required to find that the proposed signs are appropriate in size, type, and design, given the proposed location and the use to be served, and the signage should be in keeping with the remainder of the mixed-use zone development. Staff believes that the proposed signage meets the

requirements and recommends approval of it, with the exception of the southern freestanding sign. This sign is immediately adjacent to the hotel building and is inappropriate in scale and unnecessary given its location internal to the site. Therefore, a condition is included herein requiring the removal of this sign.

**COMPLIANCE WITH EVALUATION CRITERIA:**

7. **Prince George’s County Zoning Ordinance:** This DSP has been reviewed for compliance with the requirements of the M-X-T Zone and the site plan design guidelines of the Zoning Ordinance.

a. The proposed food and beverage store and gas station uses are permitted in the M-X-T Zone. The required findings of Section 27-546(d) of the Zoning Ordinance for development in the M-X-T Zone are as follows:

**(1) The proposed development is in conformance with the purposes and other provisions of this division;**

This application will provide increased economic activity on an infill site near the US 1 and I-95/I-495 (Capital Beltway) interchange. Given the site's proximity to this major interchange and IKEA, a regional retail destination, the current economic potential of the site is underutilized as surface parking. Moreover, the addition of a food and beverage retail store with a gas station component on this infill site will serve the current and future residents living in the neighboring multifamily complexes.

**(2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development 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;**

This property was placed in the M-X-T Zone prior to October 1, 2006.

**(3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed development displays an outward orientation towards US 1, similar to nearby retail uses within the existing development. This orientation is designed to provide retail uses with the maximum visibility possible from US 1. In addition, an entrance to the retail building has been included on the rear, facing IKEA Way.

**(4) The proposed development is compatible with existing and proposed development in the vicinity;**

The type of retail proposed at this site complements the existing retail stores and residential uses in the immediate vicinity. This will not only provide an opportunity to obtain gas for southbound vehicles entering the Capital Beltway, but it will also allow for consumers to conveniently obtain food and/or beverages to go.

- (5) **The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The proposed development is compatible with the existing mix of uses, arrangement, and design of other improvements already in the vicinity of the subject property. It serves a sector of the retail market that is missing in the area and will provide an independent environment of continuing quality and stability.

- (6) **If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

This project will not be phased.

- (7) **The pedestrian system is convenient and comprehensively designed to encourage pedestrian activity within the development;**

This use encourages pedestrians to utilize the system of sidewalks and crosswalks that currently exist throughout the development and as proposed by staff's recommendation. At present, there is little to no impetus for pedestrians in the retail area to the north to walk south across IKEA Center Boulevard. The food and beverage store will provide consumers utilizing the shopping center to the north or the IKEA store to the west, as well as apartment and townhouse residents within this area, with an easily accessible place to purchase food and beverages.

- (8) **On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

This proposal incorporates the existing sidewalks, crosswalks, and streetlights into the development to support pedestrian activity. The proposed development includes landscaping that will enhance the existing sidewalks and appearance along the southern portion of IKEA Center Boulevard that will provide a visual enhancement and encourage greater pedestrian activity.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club), or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending its finding during its review of subdivision plats.**

The subject application is a DSP; therefore, this requirement is not applicable.

- (10) **On a Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant. (CB-1-1989; CB-26-1991)**

The last approval referenced above is the approval of CSP-96049-02, which occurred on June 17, 2004, which is more than six years ago. Development of the overall site will continue to be governed by the approval of PPS 4-97121 and CSP-96049-02. All transportation conditions of approval contained in those prior plans have either been built or implemented. The development of the convenience store with gas pumps adds a small trip impact to a site that, overall, is well below the approved trip cap. By virtue of having a valid underlying PPS, staff finds that the requirements of this finding are met.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.**

The entire project was approved under the regular provisions of the M-X-T Zone, not under the mixed-use planned community provisions.

- b. Section 27-274(a)(6) of the Zoning Ordinance establishes the required design guidelines for site and streetscape amenities for CSPs and DSPs. The proposed plan generally meets all of the site design guidelines, by providing safe, efficient, and

convenient vehicular and pedestrian circulation, adequate lighting, and landscaping to enhance the enjoyment of the site.

- c. In accordance with Section 27-574 of the Zoning Ordinance, the number of parking spaces required in the M-X-T Zone is to be calculated by the applicant and submitted for Planning Board approval at the time of DSP. Detailed information regarding the methodology and procedures to be used in determining the parking ratio is outlined in Section 27-574(b). The applicant has submitted a parking analysis. The following are the major points highlighted in the parking analysis:
- (1) The methodology in Section 27-574 requires that parking be computed for each use, in accordance with Section 27-568 of the Zoning Ordinance.
  - (2) The analysis groups the proposed convenience store with the adjacent hotel. Both sites are in the M-X-T Zone, but it is noted that the adjacent hotel already existed, prior to CSP-96049 and PPS 4-97121. Nevertheless, the hotel has used the subject site for many years as parking.
  - (3) Using the parking schedule in Section 27-568, the uses included in the analysis generate a base parking requirement of 193 spaces in consideration of the hourly fluctuation of parking demand, as computed using the methodology in Section 27-574.
  - (4) In an exhibit, it is shown that the land between US 1 and the subject site contains 64 spaces and the hotel site contains 135 spaces. The DSP shows 49-spaces on-site, for a total of 248 spaces available, including 199 spaces to serve the uses within the hotel.

Therefore, it is determined that the number of spaces provided exceeds the requirement.

8. **Conceptual Site Plan CSP-96049-02:** The site is subject to CSP-96049-02 (PGCPB Resolution No. 04-141), approved by the Planning Board on June 17, 2004, for increases to the quantities and area of the retail, office, and multifamily, subject to ten conditions. Of these conditions, the following condition is applicable to the review of this DSP:

1. **The applicant shall ensure that the total development within the subject property shall be limited to 441,000 square feet of retail space, 30,000 square feet of office space, 500+ apartments and 25,000 square feet of live/work units; or different uses generating no more than the number of peak hour trips (824 AM peak hour trips, 1,487 PM peak hour trips, and 1,680 Saturday peak hour trips) generated by the above development. This development shall be considered in phases for the purpose of staging transportation improvements in accordance with Preliminary Plan of Subdivision 4-97121, and the required off-site transportation improvements shall be consistent with those which are identified in the resolution approving the same. Phase I is defined to contain 402,000 square feet of retail space, and Phase II is defined to contain 500+ apartment units, 25,000 square feet of live/work units, a 5,000 square foot clubhouse, 25,000-39,000 square feet of retail space, and 10,000-30,000 square feet of office space; or different uses generating no**

**more than the equivalent number of peak-hour trips generated by the above development.**

The table below summarizes the trip generation in each peak hour that will be used to demonstrate conformance to the CSP and PPS trip caps for the site:

<b>Trip Generation Summary: DSP-19061: Wawa College Park</b>								
<b>Land Use</b>	<b>Use Quantity</b>	<b>Metric</b>	<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		
			<b>In</b>	<b>Out</b>	<b>Tot</b>	<b>In</b>	<b>Out</b>	<b>Tot</b>
*IKEA	380,000	square feet			*			*
Proposed Super Convenience Store with Gas Pumps (Current Proposal)	4,736 10	square feet fueling positions	158	159	317	141	141	282
Less Pass-By (76 percent)			-120	-121	-241	-107	-107	-214
<b>Net Trips for Current Proposal</b>			<b>38</b>	<b>38</b>	<b>76</b>	<b>34</b>	<b>34</b>	<b>68</b>
Multifamily	509	units	<b>51</b>	<b>214</b>	<b>265</b>	<b>198</b>	<b>107</b>	<b>305</b>
Townhouse	12	units	<b>2</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>10</b>
Retail	67,500	square feet	76	47	123	221	239	460
Less Pass-By (40 percent)			-30	-19	-49	-89	-95	-184
<b>Net Trips for Retail</b>			<b>46</b>	<b>28</b>	<b>74</b>	<b>132</b>	<b>144</b>	<b>276</b>
<b>Total Trips for DSP-19061 (all bold numbers)</b>			<b>137</b>	<b>286</b>	<b>423</b>	<b>370</b>	<b>289</b>	<b>659</b>
<b>*Trip Cap: Office Portion of PPS 4-97121</b>					<b>820</b>			<b>758</b>
<b>Note: *At the time of review of DSP-01047 it was assumed that the IKEA store subsumed the entire 402,000 square feet of retail space, and the remainder of the site was assigned the entitlements associated with the remaining 410,000 square-feet of office development.</b>								

This proposed development is in conformance with this condition. The subject property has always been part of Phase I of the development. Phase I includes all properties south of IKEA Center Boulevard with the main focus being the IKEA retail store. Throughout the development process, Phase I has consistently permitted a maximum of 402,000 square feet of retail space. Despite this maximum, the IKEA store, which makes up all the retail of Phase I, was constructed with 380,000 square feet of retail space, thereby leaving a deficit of 22,000 square feet. The subject application proposes only an additional 4,736 square feet of retail space, far below the 22,000-square-foot deficit permitted. The proposed retail space falls within the imposed trip caps.

- Preliminary Plan of Subdivision 4-97121:** The site is subject to PPS 4-97121 (PGCPB Resolution No. 98-26(A)), approved by the Planning Board for the development of four lots and one outlot, subject to 20 conditions. Of the 20 conditions approved by the Planning Board, the following are applicable to the review of this DSP:

**1. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #968007110.**

With this application, a new Stormwater Management (SWM) Concept Plan was reviewed by the Prince George's County Department of Permitting, Inspections and Enforcement (DPIE). The subject application is in accordance with SWM Concept Plan 29763-2019-00, approved on October 15, 2019, or as amended.

**4. A Type II Tree Conservation Plan shall be approved for this site in conjunction with a Detailed Site Plan.**

A Type II tree conservation plan (TCPII) has been previously approved for this site and the proposed development will not result in any changes to it.

**10. 2010 Prince George's County Landscape Manual:** This site is subject to Section 4.3, Parking Lot Interior Requirements, and Section 4.9, Sustainable Landscaping Requirements of the Landscape Manual. The correct schedules are provided on the landscape and lighting plan, demonstrating conformance to these sections with sufficient widths and plantings.

**11. Prince George's County Woodland Conservation and Tree Preservation Ordinance:** The site has a Natural Resources Inventory Equivalency Letter (NRI-085-2018), which was issued on May 23, 2018. The area of proposed construction has previously been entirely developed. It has been determined that the proposed development will not result in any changes to the limits of disturbance of the previously approved TCPII-134-01-01, nor create any additional impacts to any regulated environmental features.

**12. Prince George's County Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that propose more than 5,000 square feet of disturbance. Properties zoned M-X-T are required to provide a minimum of 10 percent of the gross tract area to be covered by tree canopy. The subject site is 1.46 acres in size and requires 0.15 acre of TCC. The schedule provided on the landscape plan demonstrates conformance with this requirement by providing 0.16 acre of TCC.

**13. Referral Comments:** The subject application was referred to the following agencies and divisions. The referral comments are summarized, as follows:

a. **Archeological Review**—In a memorandum dated February 26, 2020 (Stabler to Burke), incorporated herein by reference, the Historic Preservation Section determined that there are no historic sites or resources on, or adjacent to, the subject property. This proposal will not impact any historic sites, resources, or known archeological sites and a Phase 1 archeology survey is not recommended.

b. **Community Planning**—In a memorandum dated March 31, 2020 (Hartsfield to Burke), incorporated herein by reference, the Community Planning Division provided findings regarding the Walkable Node character area of US 1 Corridor Sector Plan and SMA. Staff finds that this proposal provides a convenient amenity in walkable distance to the adjacent hotel, and nearby multifamily communities, as well as for vehicles traveling southbound on US 1. However, pursuant to Part 3,

Division 9, Subdivision 3, of the Zoning Ordinance, master plan conformance is not required for this application.

- c. **Transportation Planning**—In a memorandum dated March 31, 2020 (Masog to Burke), incorporated herein by reference, the Transportation Planning Section provided findings regarding development in the M-X-T Zone, and found access and circulation to be acceptable.

The Transportation Planning Section concludes that the proposed DSP is deemed acceptable from the standpoint of transportation

- d. **Trails**—In a memorandum dated March 30, 2020 (Smith to Burke), incorporated herein by reference, the trails planner provided findings of conformance with the previous conditions of approval, as well as the following summarized findings:

The submitted plans include a 4-foot-wide sidewalk along the frontage of the drive aisle that connects to the existing 6-foot wide sidewalk along IKEA Center Boulevard, further connecting to the 8-foot wide sidewalk on IKEA Way; however, staff recommends a standard 5-foot wide sidewalk. The applicant has provided crosswalks at the entrance/exit adjacent to IKEA Center Boulevard and within the parking lot, as well as designated space for bicycle and scooter parking on the submitted plans. These improvements will create a convenient pedestrian system that meet the findings pursuant to Section 27-546(d)(7) and the purpose of the M-X-T Zone.

- e. **Environmental Planning**—In a memorandum dated March 30, 2020 (Juba to Burke), incorporated herein by reference, the Environmental Planning Section indicated that the proposed development will not result in any changes to the limits of disturbance of the previously approved TCPII-134-01-01.
- f. **Prince George’s County Fire/EMS Department**—At the time of the writing of this technical staff report, the Fire/EMS Department did not provide any comments on the subject application.
- g. **Prince George’s County Department of Permitting, Inspections and Enforcement (DPIE)**—At the time of the writing of this technical staff report, DPIE did not provide any comments on the subject application.
- h. **Prince George’s County Police Department**—At the time of the writing of this technical staff report, the Police Department did not provide any comments on the subject application.
- i. **Prince George’s County Health Department**— In a memorandum dated February 27, 2020 (Adepoju to Burke), incorporated herein by reference, the Health Department provided the following summarized findings:

- (1) There are more than 15 existing carry-out/convenience store food facilities and one grocery store within 0.5 mile of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and

reduces prevalence of overweight and obesity. The department acknowledges that Wawa chain facilities are designed as convenience stores; however, they do provide healthy food options, such as an assortment of fresh fruits and vegetables for retail sale.

- (2) The food facility is considered a prototype food service facility, in which two or more facilities in the state having uniformed set of plans. The applicant must submit an application for plan review to the Maryland Department of Health's Environmental Health Bureau's Food Protection and Food Licensing program, located at 6 St. Paul Street, Suite 1301, Baltimore, Maryland, 21202.
- (3) The applicant must submit plans to the Plan Review department at the Prince George's County Department of Permitting, Inspections and Enforcement for the proposed food facility and apply for a Health Department High HACCP priority, Food Service Facility permit.
- (4) The applicant should assure that all sources of air pollution have been registered with the Maryland Department of the Environment, Air and Radiation Management Administration (MDE-ARMA). Such sources include gasoline underground storage tanks, degreasing tanks, and paint spraying operations. Contact MDE-ARMA at 800-633-6101.
- (5) Increased traffic volumes in the area can be expected as a result of this project.

In addition, the Health Department provided guidance with regard to controlling noise and dust during the construction phases of the development.

- j. **City of College Park**—In an email dated March 30, 2020 (Bader to Burke), the City of College Park staff indicated they had no comments regarding this proposal.
14. As required by Section 27-285(b)(1) of the Zoning Ordinance, this DSP satisfies the site design guidelines as contained in Section 27-274, prevents off-site property damage, and prevents environmental degradation to safeguard the public's health, safety, welfare, and economic well-being for grading, reforestation, woodland conservation, drainage, erosion, and pollution discharge.
  15. As required by Section 27-285(b)(2), this DSP is also in general conformance with the approved CSP.
  16. As required by Section 27-285(b)(4), which became effective on September 1, 2010, a required finding for approval of a DSP is as follows:
    - (4) **The Planning Board may approve a Detailed Site Plan if it finds that the regulated environmental features have been preserved and/or restored in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130(b)(5).**

There are no impacts to regulated environmental features with this application, therefore staff finds that the requirement of Subtitle 24-130(b)(5) of the Prince George's County Code has been met.

## **RECOMMENDATION**

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19061, Wawa College Park, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:
  - a. Provide a table on the DSP that clearly shows the parking requirements and spaces provided for this application and for the existing hotel, with which the shared uses study was conducted. Within the table, provide a breakdown of handicap-accessible and compact spaces.
  - b. Correct the shared parking analysis reference date in General Note 11, to the most recent analysis provided.
  - c. Provide a diagram showing where each of the signs, identified as Signs A–E on the sign plan, will be located.
  - d. Define the sign material codes and color specifications indicated on the signage information sheet.
  - e. Provide the materials for the dumpster and shed enclosure gates.
  - f. Provide a 5-foot-wide sidewalk along the property frontage of the internal drive aisle.
  - g. Remove the southern proposed pylon sign.
  - h. Provide a direct sidewalk connection between the sidewalk that runs along the west side of the building and the sidewalk adjacent to IKEA Way.

ITEM: 7

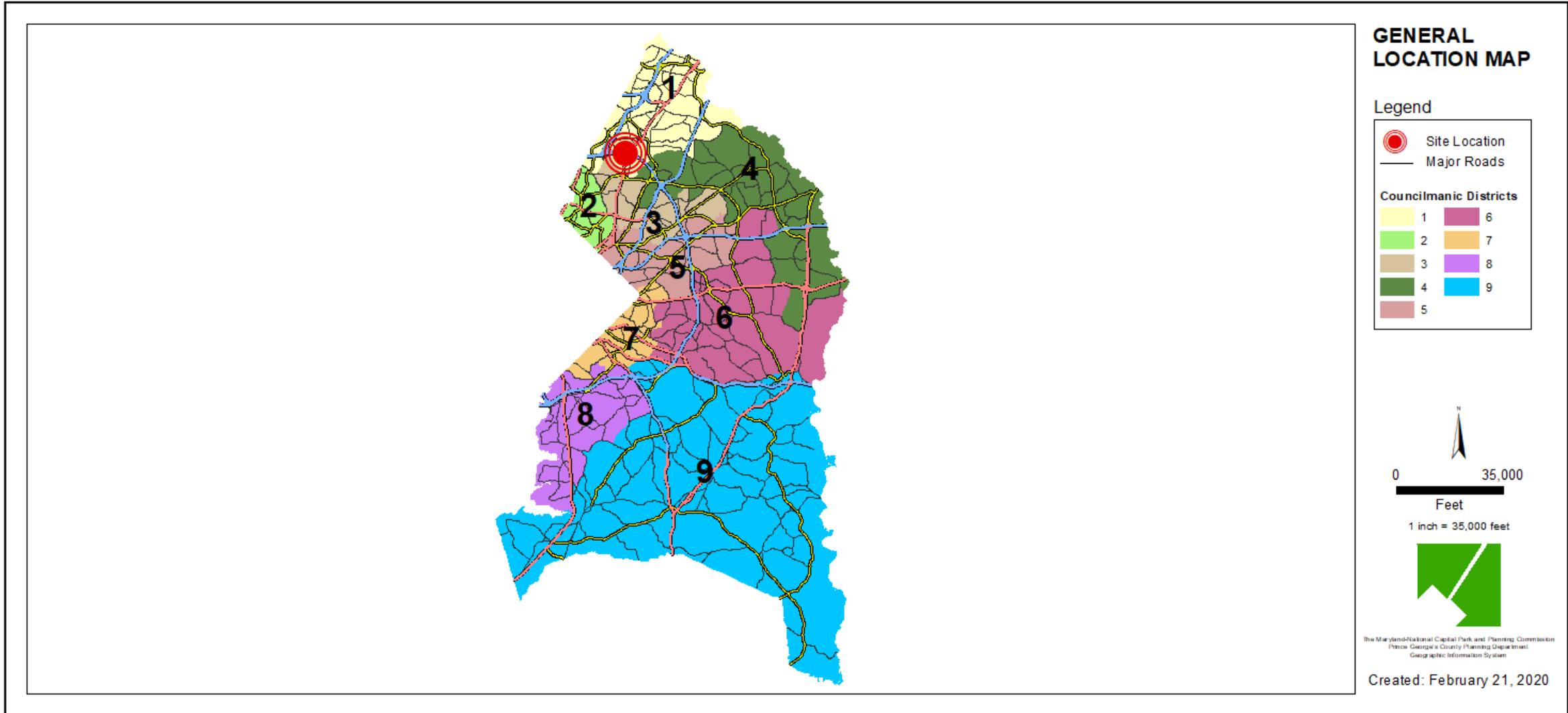
CASE: DSP-19061

# WAWA COLLEGE PARK

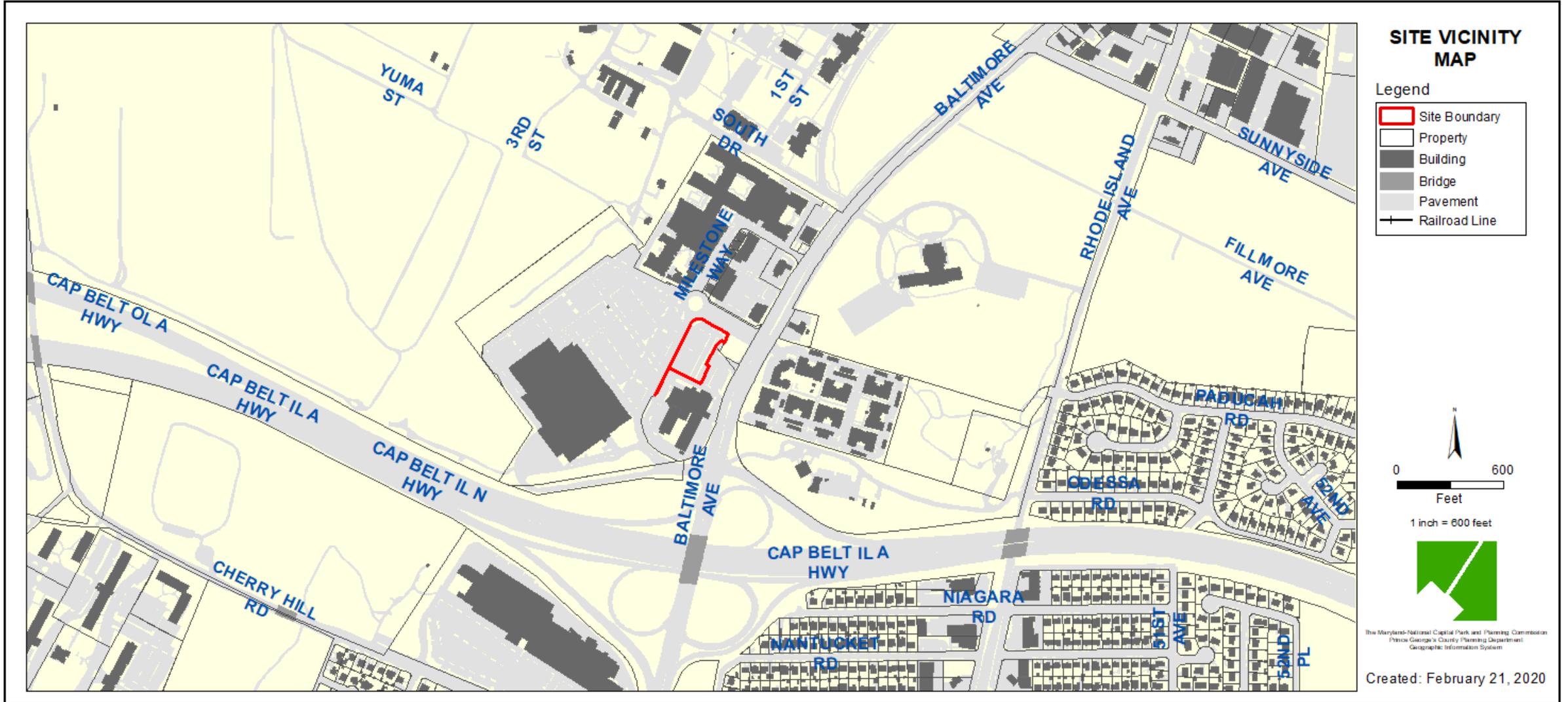
THE PRINCE GEORGE'S COUNTY PLANNING DEPARTMENT



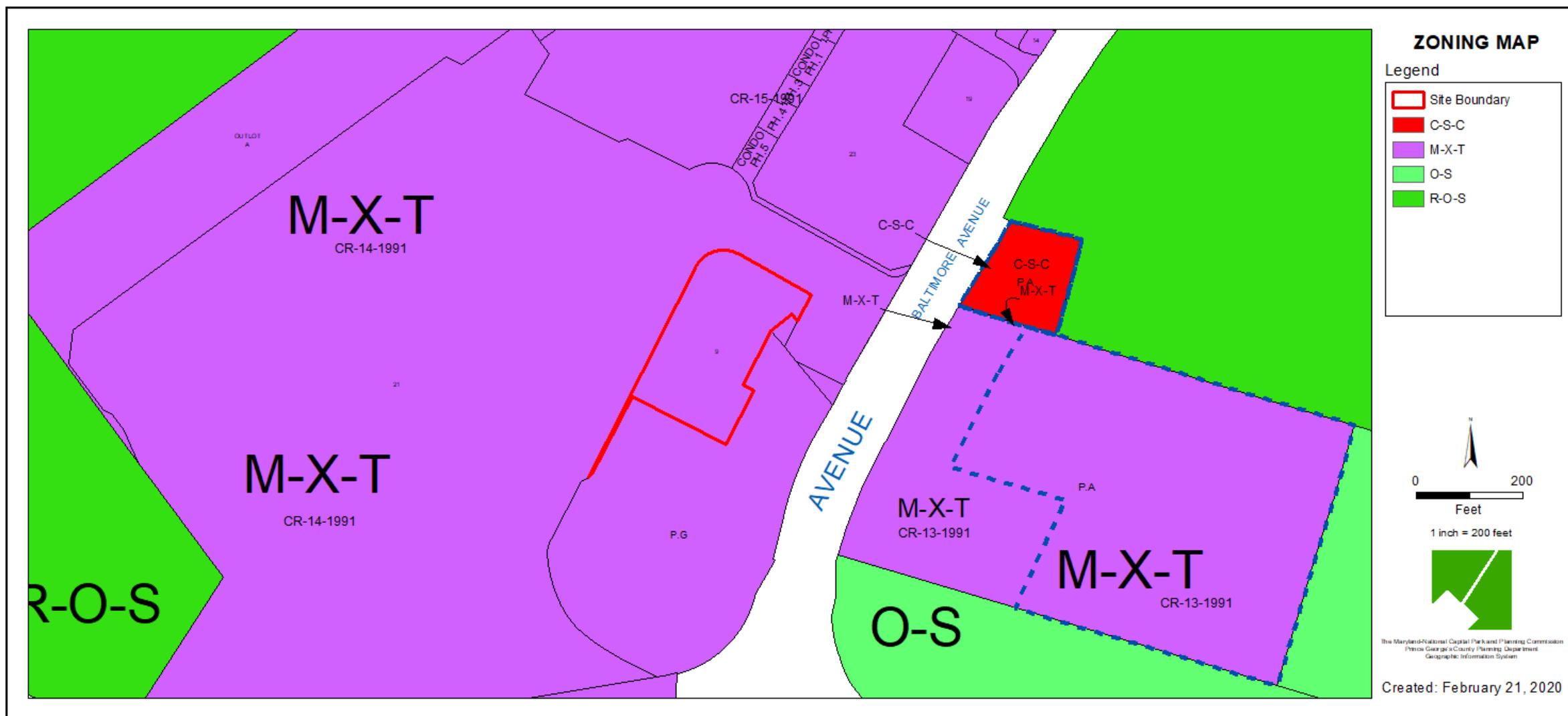
# GENERAL LOCATION MAP



# SITE VICINITY



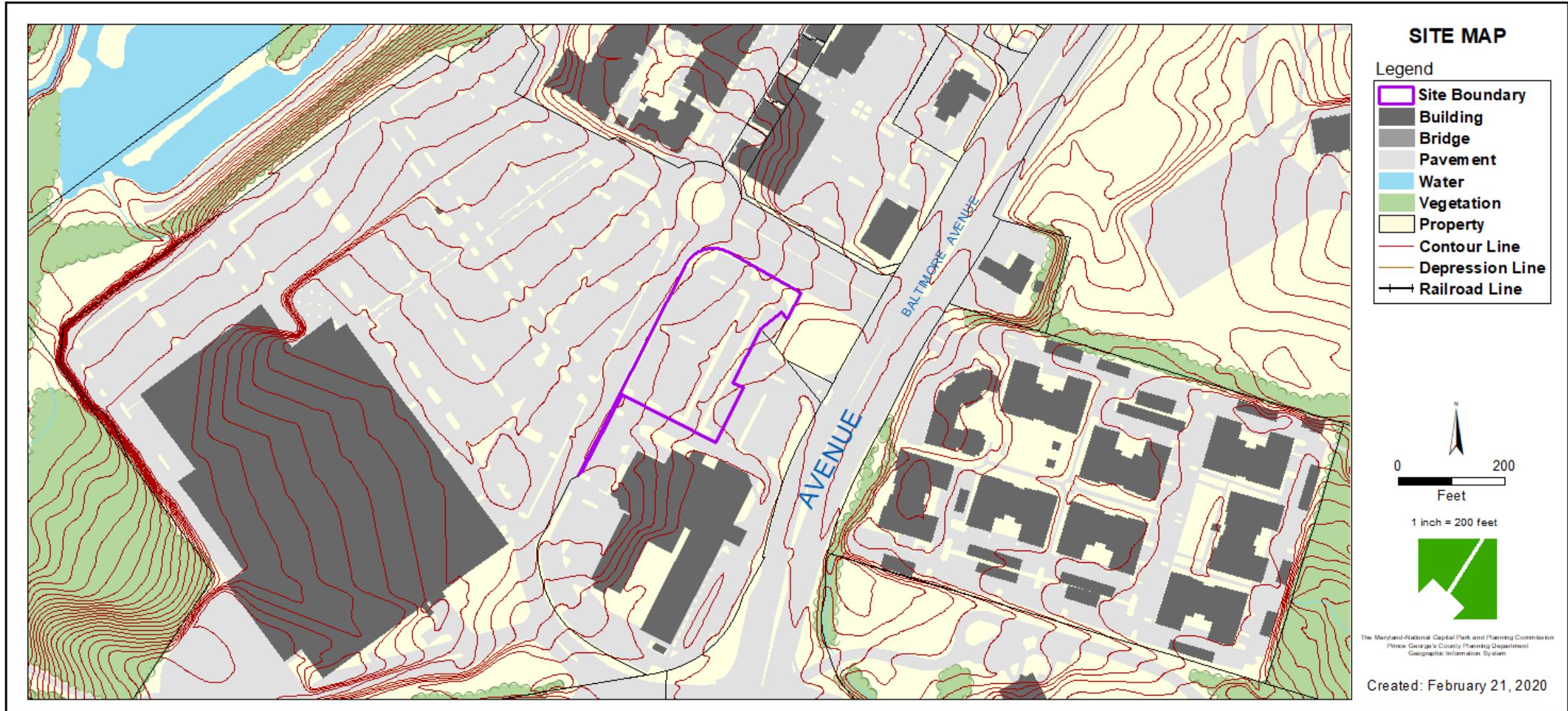
# ZONING MAP



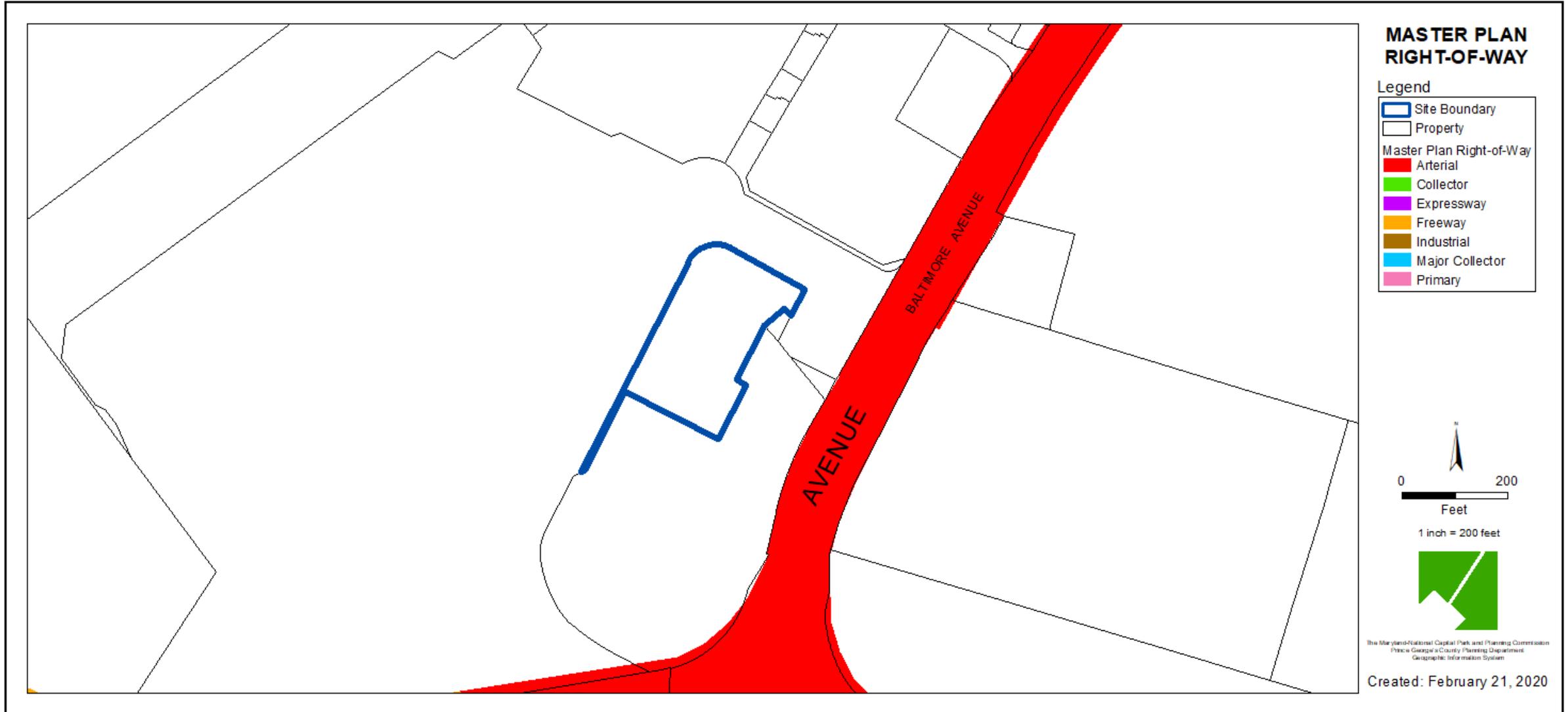
# AERIAL MAP



# SITE MAP



# MASTER PLAN RIGHT-OF-WAY MAP

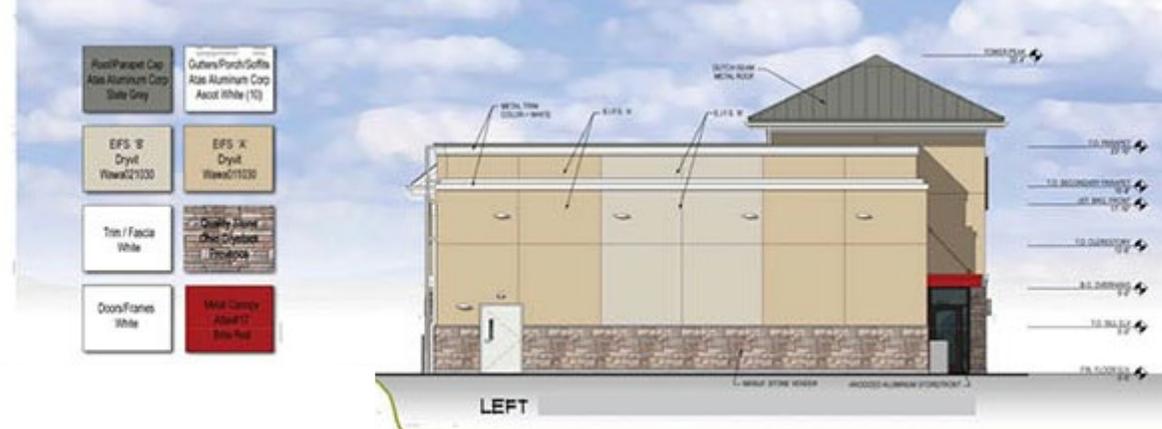




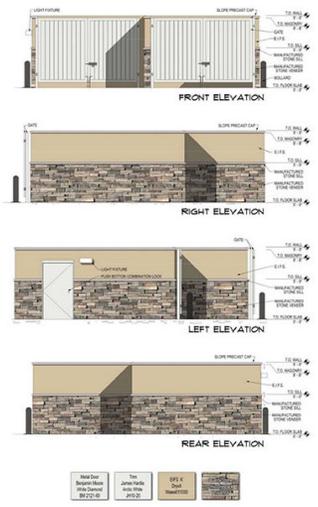
# FRONT ELEVATION



# REAR AND SIDE ELEVATIONS



Roof/Porch Cap Asa Aluminum Corp Slate Gray	Gutters/Porch/Goffe Asa Aluminum Corp Alcort White (10)
EFS 'W' Dryvit Yellow/11330	EFS 'X' Dryvit White/11330
Trim / Facia White	Drain / Flash Chel-Dynalac Finish
Doors/Frames White	Mail Comp Alcort Slate Red



TRASH COMPOUND  
Rt 1 & Ikea Blvd - College Park, MD

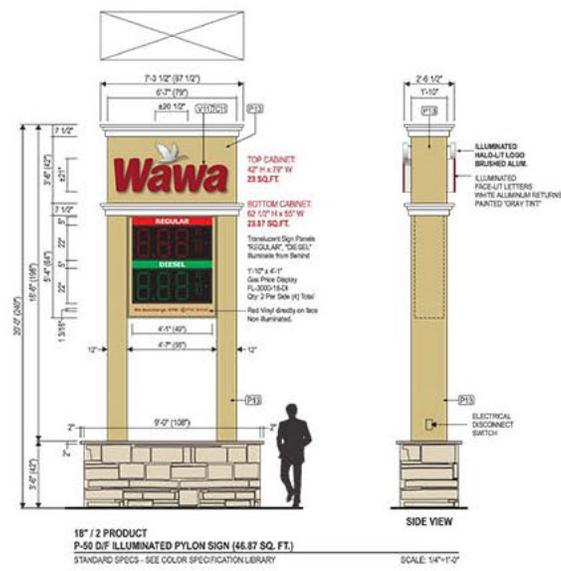
EXHIBIT C - ELEVATION PLAN  
SHEET 3 OF 3



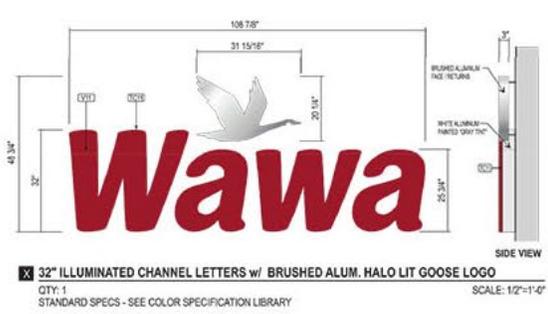
# CANOPY ELEVATIONS



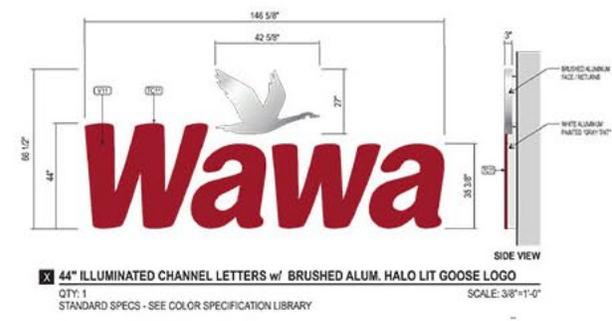
# PROPOSED SIGNAGE



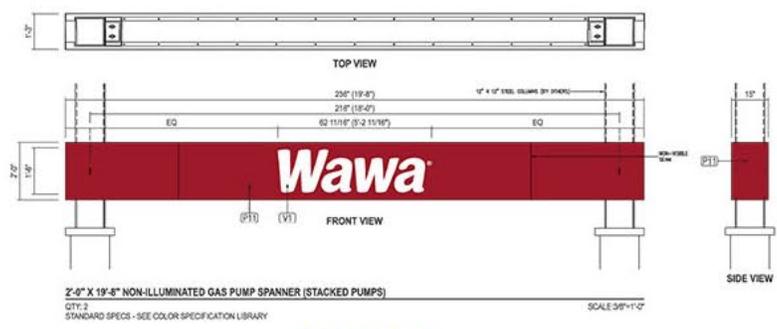
SIGN A



SIGN B



SIGN C



SIGN D



SIGN E



**IN RE:** **DETAILED SITE PLAN (DSP-19061)**

**APPLICANT/OWNER:** **10050 BALTIMORE AVENUE, LLC**

**AGENT/CORRESPONDENT:** Lawrence N. Taub, Esquire  
Nathaniel Forman, Esquire  
O'Malley, Miles, Nylan & Gilmore, P.A.  
7850 Walker Drive, Suite 310  
Greenbelt, MD 20770

### **STATEMENT OF JUSTIFICATION**

The Applicant hereby requests Detailed Site Plan (“DSP”) approval for a proposed 4,736 square foot food and beverage store with a gas station component upon property located at 10050 Baltimore Avenue, which is within the municipal boundaries of the City of College Park, and is otherwise denoted as Lot 9 upon the IKEA Centre subdivision in Plat Book 193 at Plat 94 filed among the land records of Prince George’s County (“Property” or “Subject Property”). The Subject Property is located at the southeastern quadrant of the intersection of Ikea Way and Ikea Centre Boulevard, approximately 140 feet west of the intersection of Ikea Centre Boulevard and Baltimore Avenue (US Route 1). The Subject Property was zoned M-X-T in 1991 through a Revisory Amendment to the Sectional Map Amendment for Planning Areas 65, 66 and 67 (Langley Park-College Park-Greenbelt), and it abuts M-X-T zoned property on all four sides—to the south is a Holiday Inn; to the west across Ikea Way is a surface parking lot and the Ikea Store; to the north across Ikea Centre Boulevard are retail uses and a surface parking lot; and to the east is a surface parking lot and vacant land.

The Property was retained in the M-X-T zone through the *2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (“Sector Plan” and “SMA”). Additionally, within this Sector Plan, the Subject Property is shown as being located within the “Walkable Node” Character Area. However, even though the Subject Property is located within the Walkable Node Character Area, it is not located within the boundaries of the Development District Overlay Zone (“DDOZ”), established through the SMA accompanying the Sector Plan. For this reason, while the Subject Property is subject to the Sector Plan policies for property within the Walkable Node Character Area, it is exempt from the DDOZ use table and development standards.

The Subject Property was included within CSP-96049 (“CSP”), which was approved on February 10, 1997 for 410,000 sq. ft. of office space and 402,000 sq. ft. of retail. Roughly one year later, Preliminary Plan of Subdivision No. 4-97121 (“PPS”), which included the Subject Property, was approved for four lots and one outlot. The original CSP and PPS were approved prior to the inclusion of Ikea as part of the proposed development upon the Property. At that time, the development was known as Gateway Park. In October 2001, DSP-01047 (“DSP”) was approved for infrastructure (rough grading) only.

In January 2002, a revised CSP (CSP-96049-01) and revised DSP (DSP-01047-01) were approved to construct the Ikea Centre, which included a 380,000 sq. ft. retail store in addition to

the existing approval for 410,000 sq. ft. of office space. On June 17, 2004, a subsequent revision to the CSP (CSP-96049-02) was approved by the Planning Board, removing the proposal for office space and replacing it with mixed-use development consisting of multifamily residential development, office/retail, and a restaurant. The subject of the 02 Revision to the CSP concerned the northern portion of the Ikea Centre, (across Ikea Boulevard) which was subsequently developed in accordance with two Detailed Site Plans: DSP-04050 and DSP-04051.

During review of the most recent Conceptual Site Plan, CSP-96049-02, the Planning Board reviewed the square footage permitted in the development based on floor area ratio (FAR). Sec. 27-548(a) of the Prince George's County Zoning Ordinance ("Ordinance") establishes the maximum FAR in the M-X-T Zone without the use of the optional method of development at 0.40 FAR. However, the optional method of development was utilized by the applicant, in accordance with § 27-545(b) of the Ordinance, and using this allowable method of calculating FAR, the Planning Board determined that the development was entitled to a total of 2,730,863 square feet, significantly greater than the 1,076,384 square feet proposed in all subsequent DSPs.

The proposed food and beverage store building is located near the southwestern portion of the site, and the front of the building is proposed to face Baltimore Avenue (US 1). The gross floor area for the food and beverage store will be 4,736 square feet, well within the maximum permitted under the 02 Revision to the CSP. The majority of the square footage will be devoted to the retail sale of freshly made and prepackaged foods, as well as hot and cold drinks. In conjunction with the food or beverage store, the site will offer the retail sale of gasoline through five (5) pump islands with one (1) dispenser on each side for a total of ten (10) pumping positions. The pumping positions are located to the side of the food and beverage store and separated by a two-way drive aisle, and a metal canopy will be erected above the pumping stations. The food and beverage store and gas station employ a harmonious design scheme that consists of a combination of stone, EIFS, glass and metal in colors that are indicative of and synonymous with the WAWA brand.

Two points of ingress/egress are proposed for the site—one at the northeastern portion of the site via Ikea Centre Boulevard, and the other at the southern portion of the site via Ikea Way. There is also a private access easement from Route 1 through the Holiday Inn property that allows access to the Subject Property from that location, although that is a more indirect point of ingress and egress. Because the site is currently improved with surface parking, many of the existing parking spaces will remain. For this reason, the site is proposing a total of fifty-two (52) parking spaces, which is substantially greater than the thirty-nine (39) required under the Ordinance for the proposed food or beverage store and gas station. Two (2) of the proposed parking spaces will be reserved for handicapped, van-accessible parking and will be located in front of the food or beverage store. The required one (1) loading space will be located adjacent to the proposed food and beverages store, parallel to Ikea Way.

The building will have two (2) building-mounted signs, one on the front and one on the rear of the building, directly above the entrances. Three (3) additional signs are proposed for the gas station—one (1) along the gas canopy frieze and two (2) above the pump islands. Finally, two (2) free-standing signs, each twenty (20) feet in height, are proposed with an LED display to show

the price for gas and diesel products. Above the LED will be an illuminated display that reads: “Wawa”, which will be underneath an illuminated goose that serves as the logo for Wawa.

## **I. CONFORMANCE WITH ZONING REQUIREMENTS FOR DETAILED SITE PLANS**

1. The subject application conforms to § 24-547 of the Zoning Ordinance for the reasons discussed below:

- (b) Table of Uses

*The development application proposes a combination food and beverage store with a gas station. Both uses are permitted in the Table of Uses for the M-X-T Zone under § 27-547.*

- (d) At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:

- (1) Retail businesses;
- (2) Office, research, or industrial uses;
- (3) Dwellings, hotel, or motel.

*Although the site is a combination of two uses: food and beverage store and retail gasoline, given the relatively small size of the property (1.47 acres) it is impractical and infeasible to propose a combination of at least two (2) of the categories listed above. However, the Conceptual Site Plan that included the Subject Property was approved for, various retail, office and residential uses. The proposed uses will be a benefit to Prince George’s County residents in the area, given their close proximity to the Capital Beltway. For Prince George’s County residents and other travelers going southbound on Baltimore Avenue (US 1), it provides one last stop for gas and convenience items prior to entering the Capital Beltway.*

2. The development conforms to the regulations of the M-X-T Zone found under Sec. 27-544 for the following reasons:

- (a) Except as provided in Subsection (b), additional regulations concerning the location, size, and other provisions for all buildings and structures in

the M-X-T Zone are as provided for in Divisions 3 and 4 of this Part, General (Part 2), Off-Street Parking and Loading (Part 11), Signs (Part 12), and the Landscape Manual.

*The site will conform to the regulations set forth in these sections.*

- (b) Except as otherwise specified in this Division, where an approved Conceptual Site Plan imposes certain regulations related to the location, density, coverage, and height of improvements that are intended to implement recommendations for mixed-use development within a comprehensive master plan or general plan, such standards shall provide guidance for the development regulations to be incorporated into the Detailed Site Plan.

*The approved Conceptual Site Plan for this Property did not establish specific development standards for the Subject Property.*

- (c) For property placed in the M-X-T Zone through a Sectional Map Amendment or through a Zoning Map Amendment intended to implement land use recommendations for mixed-use development recommended by a Master Plan or Sector Plan that is approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation:
  - (1) The design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change, and a referenced exhibit of record for the property shall provide guidance for the development regulations to be incorporated into the Conceptual Site Plan.

*The Subject Property was placed in the M-X-T Zone prior to October 1, 2006.*

- (2) The limitations on the lot size and lot width requirements in Section 27-548(h) shall not apply.

*No townhouses are proposed in this application.*

- (d) Notwithstanding the provisions of Section 27-270, a grading permit may be issued as long as it is in conformance with an approved Conceptual Site Plan.

*This option may be utilized to enable the construction of this site in a timely and economical manner.*

- (e) Mixed-Use Planned Community Regulations.

*These regulations are not applicable.*

- (f) Regional Urban Community Regulations

*These regulations are not applicable.*

3. The Subject development application is in conformance with § 27-548, M-X-T Zone regulations, for the reasons stated below:

- (a) Maximum floor area ratio (FAR):

(1) Without the use of the optional method of development — 0.40 FAR; and

(2) With the use of the optional method of development — 8.00 FAR.

*The proposed FAR is 0.07 for the Subject Property*

- (b) The uses allowed in the M-X-T Zone may be located in more than one (1) building, and on more than one (1) lot.

*All uses are proposed on a single lot.*

- (c) Except as provided for in this Division, the dimensions for the location, coverage, and height of all improvements shown on an approved Detailed Site Plan shall constitute the regulations for these improvements for a specific development in the M-X-T Zone.

*The development proposes site characteristics that are consistent with these uses.*

- (d) Landscaping, screening, and buffering of development in the M-X-T Zone shall be provided pursuant to the provisions of the Landscape Manual. Additional buffering and screening may be required to satisfy the purposes of the M-X-T Zone and to protect the character of the M-X-T Zone from adjoining or interior incompatible land uses.

*Landscaping, screening and buffering are in accordance with the provisions of the Prince George's County Landscape Manual.*

- (e) In addition to those areas of a building included in the computation of gross floor area (without the use of the optional method of development), the floor area of the following improvements (using the optional method of development) shall be included in computing the gross floor area of the building of which they are a part: enclosed pedestrian spaces, theaters, and residential uses. Floor area ratios shall exclude from gross floor area that area in a building or structure devoted to vehicular parking and parking access areas (notwithstanding the provisions of Section 27-107.01). The

floor area ratio shall be applied to the entire property which is the subject of the Conceptual Site Plan.

*No enclosed pedestrian spaces, theaters, or residential uses are proposed in this application.*

- (f) Private structures may be located within the air space above, or in the ground below, public rights-of-way.

*No structures are proposed within public rights-of-way.*

- (g) Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

*The Property fronts on a private street that is the subject of a 2002 access easement recorded in Liber 16250 at Folio 471 among the land records of Prince George's County, which was amended in 2012, granting perpetual access to the Property in accordance with Subtitle 24 of the Prince George's County Code.*

- (h) Townhouses developed pursuant to a Detailed Site Plan for which an application is filed after December 30, 1996, shall be on lots at least one thousand two hundred (1,200) square feet in size, and shall have at least sixty percent (60%) of the full front facades constructed of brick, stone, or stucco. In addition, there shall be no more than eight (8) townhouses per building group, except where the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. The minimum lot size, maximum number of units per building group and percentages of such building groups, and building width requirements and restrictions shall not apply to townhouses on land any portion which lies within one-half (½) mile of an existing or planned mass transit rail station site operated by the Washington Metropolitan Area Transit Authority and initially opened after January 1, 2000. In no event shall there be more than ten (10) dwelling units in a building group and no more than two (2) building groups containing ten (10) dwelling units. For purposes of this section, a building group shall be considered a separate building group

(even though attached) when the angle formed by the front walls of two (2) adjoining rows of units is greater than forty-five degrees (45°). Except that, in the case of a Mixed-Use Planned Community, there shall be no more than eight (8) townhouses per building group, except when the applicant demonstrates to the satisfaction of the Planning Board or District Council, as applicable, that more than eight (8) dwelling units (but not more than ten (10) dwelling units) would create a more attractive living environment or would be more environmentally sensitive. In no event shall the number of building groups containing more than eight (8) dwelling units exceed twenty percent (20%) of the total number of building groups in the total development. The minimum building width in any continuous, attached group shall be eighteen (18) feet, and the minimum gross living space shall be one thousand two hundred and fifty (1,250) square feet. For the purposes of this Subsection, gross living space shall be defined as all interior building space except the garage and unfinished basement or attic area. Garages may not dominate the streetscape. Garages that are attached or incorporated into the dwelling shall be set back a minimum of four (4) feet from the front façade and there shall not be more than a single garage, not to exceed ten (10) feet wide, along the front façade of any individual unit. Garages may be incorporated into the rear of the building or freestanding in the rear yard and accessed by an alley. Sidewalks are required on both sides of all public and private streets and parking lots. At the time of Detailed Site Plan, the Planning Board or the District Council may approve a request to substitute townhouses, proposed for development as condominiums, in place of multifamily dwellings that were approved in a Conceptual Site Plan approved prior to April 1, 2004. Such substitution shall not require a revision to any previous plan approvals. Further, at the time of Detailed Site Plan for a Mixed-Use Planned Community, the Planning Board or the District Council may approve modifications to these regulations so long as the modifications conform to the applicable regulations for the particular development.

*No townhomes are proposed in this application.*

- (i) The maximum height of multifamily buildings shall be one hundred and ten (110) feet. This height restriction shall not apply within any Transit District Overlay Zone, designated General Plan Metropolitan or Regional Centers, or a Mixed-Use Planned Community.

*No multifamily buildings are proposed.*

- (j) As noted in Section 27-544(b), which references property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation, regulations for Conceptual or Detailed Site Plans (such as, but not limited to density, setbacks,

buffers, screening, landscaping, height, recreational requirements, ingress/egress, and internal circulation) should be based on the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or the Sectional Map Amendment Zoning Change and any referenced exhibit of record for the property. This regulation also applies to property readopted in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006 and for which a comprehensive land use planning study was conducted by Technical Staff prior to initiation of a concurrent Master Plan or Sector Plan (see Section 27-226(f)(3) of the Zoning Ordinance). Notwithstanding any other provision of this Code, this regulation shall not apply to property subject to the provisions of Section 27-544(f)(2)(I), above.

*The Subject Property was placed in the M-X-T Zone prior to October 1, 2006.*

4. The development conforms to required findings for the Planning Board to approve Detailed Site Plans found in Sec. 27-546(d) for the following reasons:

- (a) In addition to the findings required for the Planning Board to approve either the Conceptual or Detailed Site Plan (Part 3, Division 9), the Planning Board shall also find that:

- (1) The proposed development is in conformance with the purposes and other provisions of this Division;

*The proposed development is in conformance with this requirement and serves the purposes of the M-X-T Zone. The M-X-T Zone promotes the orderly development of land in the vicinity of major interchanges to enhance the economic status of Prince George's County. This application will provide increased economic activity on an infill site in close proximity to the Baltimore Avenue (US Route 1)/Capital Beltway interchange. Given the site's close proximity to this major interchange—not to mention its close proximity to a regional retail destination, IKEA—the current economic potential of the site is seriously underutilized as surface parking. Moreover, the addition of a convenience retail store with a gas station component upon this infill site will not only bolster the existing retail in the area, but will be a beneficial addition to current and future residents living in the Townes at North College Park and the Camden College Park Apartments.*

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development 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;

*The Subject Property was placed in the M-X-T Zone prior to October 1, 2006.*

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing, adjacent development or catalyzes adjacent community improvement and rejuvenation;

*The proposed development displays an outward orientation towards Baltimore Avenue (US Route 1) similar to nearby retail uses within the existing development. This orientation is designed to provide retail uses with the maximum visibility possible from Baltimore Avenue (US Route 1).*

- (4) The proposed development is compatible with existing and proposed development in the vicinity;

*The type of retail proposed at this site complements the existing retail stores and residential uses in the immediate vicinity. This will not only provide the last opportunity to obtain gas for southbound vehicles entering the Capital Beltway, but it will also allow for consumers to conveniently obtain food and/or beverages to go—uses which are not otherwise available within the property of the applicable CSP.*

- (5) The mix of uses, arrangement and design of buildings and other improvements, and provision of public amenities reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;

*The proposed development is compatible with the existing mix of uses, arrangement and design of other improvements already in the vicinity of the Subject Property. It serves a sector of the retail market that is missing in the area, and will certainly provide an independent environment of continuing quality and stability.*

- (6) If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;

*The proposed development will not be staged.*

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;

*This use encourages pedestrians to utilize the system of sidewalks and crosswalks that currently exist throughout development. At present, there is*

*little to no impetus for pedestrians in the retail area to the north to walk south across Ikea Centre Boulevard. The food and beverage store will provide consumers utilizing the shopping center to the north or the Ikea store to the west, as well as apartment and townhouse residents within this area, with an easily accessible place to purchase a drink or bite to eat.*

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and

*The present application incorporates the existing sidewalks, crosswalks, and street lights into the development proposal to support pedestrian activity. The current site is barren and devoid of all but the minimal amount of landscaping. The proposed development includes landscaping that will enhance the existing sidewalks and appearance along the southern portion of Ikea Centre Boulevard that will provide a visual enhancement, and encourage greater pedestrian activity.*

- (9) On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, will be provided by the applicant, or are incorporated in an approved public facilities financing and implementation program, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.

*This finding was made when the underlying CSP was approved.*

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant.

*More than six (6) years have elapsed since the last adequacy determination. When the CSP was approved, Phase I of the site was found to have adequate transportation for up to a maximum of 402,000 square feet of retail. Even with the additional square footage proposed by this application, the Phase I square footage is below the maximum permitted for transportation adequacy.*

- (11) On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 27-548.

*This project is proposed under the regular provisions of the M-X-T Zone and not under the Mixed-Use Planned Community provisions.*

5. The Planning Board is required to find that detailed site plans have been designed in accordance with guidelines established pursuant to § 27-283 of the Zoning Ordinance. The subject application complies for the reasons listed below:

- (2) Parking, loading and circulation.
  - (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.
  - (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians
  - (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

*Parking on site is provided in numerous locations throughout the Property to provide a variety of options. Eight (8) parking spaces are provided at the front of the convenience store, while twenty-four (24) spaces are provided along the eastern property line. Finally, three (3) parallel spaces abut Ikea Way along the western property line. The one (1) required loading space abuts the convenience store, and is configured parallel to Ikea Way. The loading space is located twenty-six (26) feet from the pumping stations, thereby providing sufficient space for two-way traffic to travel around the pumping islands. Sidewalks around the edge of the property, and two-lane drive aisles within the Property, provide safe and efficient vehicular and pedestrian circulation*

- (3) Lighting.

- (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.

*Adequate illumination is provided on site. Proposed site light fixtures are Cree Edge Series, which shall enhance the design character.*

(4) Views.

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas

*The building elevation has been designed to preserve and emphasize scenic views from public areas. The view from Baltimore Avenue is preserved due to existing street trees, and the building elevation has been designed to use materials to enhance the existing surroundings.*

(5) Green area.

- (A) On-site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location and design to fulfill its intended use.

*Landscaping on-site is in accordance with the provisions of the Prince George's County Landscape Manual and meets the requirements for parking lot landscaping and shade tree landscaping.*

(6) Site and streetscape amenities.

- (A) Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.

*Plantings and additional landscaping along Ikea Way will enhance the experience of the existing bus stop located thereon. Furthermore, plantings and landscaping along the perimeter of the Property will enhance the existing sidewalk, and frame the public realm. Currently, there is little to no landscaping along the sidewalk.*

(7) Grading.

- (A) Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.

*Virtually no additional grading is required or proposed.*

(8) Service areas.

- (A) Service areas should be accessible, but unobtrusive.

*The trash enclosure is located along the southern portion of the site. It will be screened and oriented in a manner to provide easy access to the dumpsters.*

- (9) Public spaces.
  - (A) A public space system should be provided to enhance a large-scale commercial, mixed-use, or multifamily development.

*No public spaces are proposed within this DSP.*

- (10) Architecture.
  - (A) When architectural considerations are referenced for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with a unified, harmonious use of materials and styles.
  - (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.
  - (C) These guidelines may be modified in accordance with Section 27-277.

*The food and beverage store and gas station employ a harmonious design scheme that consists of a combination of stone, EIFS, glass and metal in colors that are indicative of and synonymous with the WAWA brand.*

## **II. STATEMENT OF CONFORMANCE WITH PREVIOUS DEVELOPMENT APPROVALS**

- A. As required by § 27-285(b) of the Zoning Ordinance, the detailed site plan must be in conformance with the conceptual site plan CSP-96049-02 and its conditions. This detailed site plan is in conformance for the reasons stated below:
  - 1. The applicant shall ensure that the total development within the subject property shall be limited to 441,000 square feet of retail space, 30,000 square feet of office space, 500+ apartments and 25,000 square feet of live/work units; or different uses generating no more than the number of peak hour trips (824 AM peak hour trips, 1,487 PM peak hour trips, and 1,680 Saturday peak hour trips) generated by the above development. This development shall be considered in phases for the purpose of staging transportation improvements in accordance with Preliminary Plan of Subdivision 4-97121, and the required off-site transportation improvements shall be consistent with those which are identified in the resolution approving the same. Phase I is defined to contain 402,000 square feet of retail space, and Phase II is defined to contain 500+ apartment units, 25,000 square feet of live/work units, a 5,000 square foot

clubhouse, 25,000-39,000 square feet of retail space, and 10,000-30,000 square feet of office space; or different uses generating no more than the equivalent number of peak-hour trips generated by the above development.

*This use is in conformance with this condition. From the first iteration of this condition, the Subject Property has always been part of Phase I of the development. Phase I includes all properties south of Ikea Boulevard with the main focus being the Ikea retail store. Phase II is north of Ikea Boulevard; while originally planned for office space, this area has evolved into a mixed-use development consisting of a mixture of residential, retail and office uses. Throughout the development process, Phase I has consistently permitted a maximum of 402,000 square feet of retail space. Despite this maximum, the Ikea store, which makes up all the retail of Phase I, was constructed with 380,000 square feet of retail space, thereby leaving a deficit of 22,000 square feet. The subject application proposes only an additional 4,736 square feet of retail space, far below the 22,000 square foot deficit permitted. The proposed retail space falls within the imposed trip caps.*

2. Prior to certification of the Conceptual Site Plan:
  - a. The TCPI/44/96-01 shall be revised to show the following:
    - (1) Proposed building footprint locations, parking lots and easements in new design for Phase II.
    - (2) Revisions signed and dated by a qualified professional.
    - (3) The 65dBA Ldn noise contour from I-95/495.
  - b. The applicant shall submit a copy of the approved/proposed Stormwater Management Concept Plan for Phase II.

*This condition has been previously addressed and no longer applies.*

3. The following information shall be included in the Detailed Site Plan application:
  - a. A color and material board for the various buildings and pedestrian treatments.
  - b. Detailed information on the architectural/landscape treatments for the internal courtyards, pedestrian areas and plazas.
  - c. Design alternative/details that increase the visual interest of the large expanse of brick piers and hedges along US 1.
  - d. Information on designs, colors and materials of the proposed monument sign.
  - e. Landscape/design treatments for the driveway between the multifamily residential development and the live/work units to reduce the appearance of an "alley".

- f. Detailed information on the recreational facilities for the multifamily development.
- g. Detailed information on the type of residential units proposed (one-bedroom, two-bedroom, three-bedroom).
- h. Location of the proposed bus stop, pedestrian connections and crosswalks.
- i. Information on the proposed extension of the shuttle bus system.
- j. Detailed information on emergency fire access to the rear of the residential portion of the site.
- k. Location of a public use easement for a trail connector from the possible future extension of the Paint Branch Stream Valley Trail into the subject site. The location shall be approved by the Department of Parks and Recreation, the Trails Section and the Urban Design Review Section.

*This condition was imposed to regulate the development of the mixed-use (retail and office) portion of the Ikea center north of Ikea Centre Boulevard, which is the subject of DSP-0405 and DSP-04051. It does not apply to the subject application.*

- 4. Prior to the submission of the first Detailed Site Plan, the applicant shall meet with staff of the Historic Preservation Section for the purpose of discussing options to enhance the character of the site of Brown's Tavern and to integrate it more successfully into the overall plan. Possible options shall include those below and other creative treatments that would achieve the same objectives:
  - a. The parking area adjacent to the historic site deleted.
  - b. Retail pad site to the north relocates to provide for additional open space between the pad site, its parking and the Historic Site.
  - c. A landscape plan for the open space adjacent to the Historic Site.

*This condition does not apply.*

- 5. Prior to submission of the first Detailed Site Plan, the applicant shall meet with the Department of Parks and Recreation staff to develop a mutually acceptable package of outdoor recreational facilities and/or fees to provide for the future recreational needs of residents of the proposed community. The minimum value of outdoor recreational facilities to be provided shall be based on the following formula:

**Step 1:**             $(N \times P) / 500 = M$   
**Step 2:**             $M \times S = \text{Value of facilities}$

Where:

**N** = Number of units in project

**P** = Population per dwelling unit by Planning Area

**M** = Multiplier

**S** = Standard value of facilities for population of 500

Additional facilities or a fee shall be provided to meet the needs of residents for facilities that cannot be provided on-site, such as trails or ball fields. The value of the package shall be approved by DPR prior to submission of the Detailed Site Plan. The applicant shall specify the total number of proposed dwelling units in the residential portion of the planned development.

*This condition does not apply.*

6. During the review of the Detailed Site Plan the TCPII, the plan shall show how outdoor activity areas are protected from noise levels above the state standard of 65 dBA Ldn.

*This condition does not apply.*

7. Prior to approval of grading permits for Phase II, evidence that the woodland conservation fee-in-lieu has been paid shall be provided.

*This condition does not apply.*

8. Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures within prescribed noise corridors have been designed to reduce interior noise levels to 45dBA (Lnd) or less.

*This condition does not apply.*

9. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have permitted for construction through SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:
  - a. US 1 at Cherry Hill Road: Provide a second left-turn lane from northbound US 1 onto westbound Cherry Hill Road. In the event that SHA ascertains that the right-of-way or construction easements needed for the implementation of this improvement cannot be obtained, the applicant will be allowed to pay the full cost of this improvement as fee-in-lieu to Prince George's County. The amount of the payment will be based upon construction plans and a cost estimate prepared by the applicant and approved by SHA, and will be subject to an inflation factor if the cost estimate is more than one year old at the time of payment. The payment shall be made as a lump sum to the County

prior to issuance of building permits.

- b. I-95/US 1 Interchange: Widen the loop ramp from southbound I-95/I-495 to northbound US 1 to provide two lanes on the ramp. This improvement shall be designated in accordance with SHA standards, and shall include any signage or pavement markings deemed necessary by SHA at that location.

These improvements shall be designated to SHA/County standards as applicable. These improvements may be modified as required by the Federal Highway Administration or the State Highway Administration for any permits associated with modifications to the I-95/US 1 interchange. Any modifications shall provide equivalent service levels.

*This condition does not apply.*

- B. Preliminary Plan of Subdivision No. 4-97121 was approved on February 19, 1998 for the entire development, which includes the Subject Property. The Preliminary Plan imposed the following conditions, which are satisfied as part of this development or previous developments for the reasons stated below:

1. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #968007110.

*The subject application will be in accordance with the approved Stormwater Management Concept Plan or as amended.*

2. Prior to issuance of grading permits, the applicant, his heirs, successors and/or assigns, shall obtain all necessary joint State/Federal permits for impacts to wetlands and waters of the US on this site.

*The Subject Property is already graded.*

3. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCP I/44/96). The following note shall be placed on the Final Plat:

“Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/44/96), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy and Subtitle 25.”

*Development shall comply.*

4. A Type II Tree Conservation Plan shall be approved for this site in conjunction with a Detailed Site Plan.

*A Type II Tree Conservation Plan has been approved for this site.*

5. The Type II Tree Conservation Plan shall specifically identify the type and location of all off-site mitigation areas. Prior to Grading Permit issuance, the applicant shall submit an easement or protective agreement acceptable to Natural Resources Division for off-site tree conservation in accordance with the policies and procedures set forth by the Natural Resources Division.

*This condition has been previously addressed and no longer applies.*

6. At the time of Final Plat approval, the applicant, his heirs, successors and/or assigns, shall establish floodplain easements for the subject property consistent with approval from the Department of Environmental Resources, Watershed Protection Branch.

*This condition has been previously addressed and no longer applies.*

7. All existing or abandoned wells and septic systems must be located on the preliminary plat by the applicant prior to signature approval.

*This condition has been previously addressed and no longer applies.*

8. Any abandoned wells found within the confines of the property shall be backfilled and sealed in accordance with Code of Maryland Regulations 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat approval.

*This condition has been previously addressed and no longer applies.*

9. Any abandoned septic tank(s) must be pumped out by a licensed scavenger and either removed or backfilled in place prior to razing of any buildings and prior to final plat approval. Any disruption of the drainfields during grading will require liming of the area and disposal of dug-up gravel and piping in one of the County landfills.

*This condition has been previously addressed and no longer applies.*

10. All existing structures and their status must be indicated on the preliminary plat by the applicant prior to signature approval.

*This condition has been previously addressed and no longer applies.*

11. The applicant, his heirs, successors and/or assigns shall obtain a raze permit from the Department of Environmental Resources prior to the removal of any structures on the subject property. Any hazardous materials such as paint

thinners, gasoline, pesticides, herbicides, and asbestos located in any of the structures on site must be removed and properly stored or discarded prior to razing.

*No razing is proposed as part of this development.*

12. Prior to signature of the preliminary plat, the applicant, his heirs, successors and/or assigns shall provide the Health Department, Division of Environmental Health, with a copy of either a laboratory report indicating that the 55-gallon drums found on the property do not contain hazardous substances or a manifest specifying the method of disposal of these substances.

*This condition has been previously addressed and no longer applies.*

13. Prior to the issuance of any grading permits, except those necessary to address this problem, those areas where soils have been found to be contaminated with total petroleum hydrocarbons shall be removed, and the site shall be verified as clean by a competent environmental consulting company through a soils analysis approved by the Health Department.

*This condition has been previously addressed and no longer applies.*

14. Vehicular ingress/egress for Lots 1, 2, 3 and Outlot A shall be established either:

- a. By easements recorded in the Land Records and noted by their Liber and Folio number on the Final Plat of Subdivision; or
- b. By easements created by the Final Plat of Subdivision.

In either case, the Final Plat of Subdivision shall reflect that the use of an easement is pursuant to Section 24-128(b)(9) of the Subdivision Regulations.

*This condition has been previously addressed and no longer applies.*

15. Total development within the subject property shall be limited to a 6-room hotel, 410,000 square feet of general office space, and 402,000 square feet of retail space; or different uses generating no more than the number of peak hour trips (824 AM peak hour trips, 1,487 PM peak hour trips, and 1,680 Saturday peak hour trips) generated by the above development. This development shall be considered in phases at the time of Detailed Site Plan, with any development exceeding the levels analyzed under Phase I required to consider transportation adequacy at the US 1/Edgewood Road and the US 1/Cherry Hill Road intersection. Phase I is defined to contain a 6-room hotel, 75,000 square feet of general office space, and 402,000 square feet of retail space; or different uses generating no more than the number of peak hour trips (154 AM peak hour trips, 867 PM peak hour trips, and 1,543 Saturday peak hour trips) generated by the above development. Phase II shall include any

development on the subject property beyond that identified above. Slightly different phasing may be considered and approved at the time of Detailed Site Plan, but in no event shall Phase I be assumed to contain more than 150,000 square feet of general office space.

*This condition was amended in subsequent development approvals, most notably the 02 Revision to CSP-96049. This proposed development conforms to that condition, as discussed above.*

16. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:

a. US 1 between the NB I-95 on-ramp and Sunnyside Avenue:

Provide the widening of US 1 to the ultimate six-lane section with a raised median within this segment as required by the SHA, with the appropriate transition at the north end of the segment to the existing four-lane section. This would include:

- Providing northbound double left-turn and southbound single left-turn lanes along US 1 at Yuma Street, with two receiving lanes along west-bound Yuma Street leaving the intersection.
- Providing eastbound triple left-turn lanes and double right-turn lanes along Yuma Street at US 1.
- Providing shared right-turn/through lanes northbound and southbound along US 1 at Library Drive and Yuma Street.
- Providing northbound and southbound single left-turn lanes along US 1 at Library Drive.
- Providing an exclusive right-turn lane along northbound US 1 at Sunny- side Avenue.
- Providing westbound double left-turn lanes along Sunnyside Ave. at US 1.
- Widening the northbound I-95 off ramp approaching US 1 to five lanes to provide double left-turn, double right-turn and single through lanes.
- Providing a two-lane entrance and exit along the site entrance opposite the northbound I-95 on/off ramps
- Moving the I-95 northbound on-ramp south by approximately 320 feet in order to accommodate the southernmost proposed site entrance opposite the I-95 northbound off/on ramps.
- Providing a shared through/right-turn lane along southbound US 1 at the site entrance opposite the northbound I-95 on/off ramps, with the through lane dropping just beyond the site entrance at the relocated on-ramp to northbound I-95.

These improvements may be modified as required by the Federal Highway Administration or the State Highway Administration for any permits associated with modifications to the I-95/US 1 interchange.

*This condition has been previously addressed and no longer applies.*

17. Prior to the issuance of any building permits within the subject property under Phase II, as defined in Condition 1 above, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:

a. US 1 at Sunnyside Avenue:

- (1) Provide a third through lane along northbound US 1 through the Sunny-side Avenue intersection.

b. US 1 at Edgewood Road:

- (1) Provide a third southbound through lane along US 1.
- (2) Provide an additional northbound through lane along US 1, with the northbound approach having three exclusive through lanes and one shared through/right-turn lane.
- (3) Restripe/resign Edgewood Road westbound to allow an exclusive right-turn lane and a shared left-turn/right-turn lane.

c. US 1 at Cherry Hill Road:

- (1) Provide a third through lane and a free right-turn lane along southbound US 1.
- (2) Provide a second right-turn lane along eastbound Cherry Hill Road, with the eastbound approach having two right-turn lanes, an exclusive left-turn lane and one shared through/left-turn lane.
- (3) Provide a second left-turn lane from northbound US 1 onto westbound Cherry Hill Road.

d. I-95/US 1 Interchange:

- (1) Provide three through lanes along US 1 northbound and southbound through the interchange.
- (2) Relocate the ramp from southbound I-95 to northbound US 1 from the existing loop ramp to a slip ramp off of the existing ramp from southbound I-95 to southbound US 1. This improvement shall provide three left-turn lanes onto northbound US 1 and required signalization at that location.

These improvements shall be designed to SHA/County standards as applicable. These improvements may be modified as required by the Federal Highway Administration or the State Highway Administration for any permits associated with modifications to the I-95/US 1 interchange. Any modifications shall provide equivalent service levels.

*This condition has been previously addressed and no longer applies.*

18. Prior to approval of any razing permit, all asbestos-containing material shall be disposed of in an appropriate manner, and a copy of the manifest shall be submitted to the Health Department.

*This condition has been previously addressed and no longer applies.*

19. Prior to the issuance of any grading permits, except those necessary to address this problem, a heavy metal scan of the surface soils shall be conducted on the property, and any areas of contamination found in excess of governmental limits for cleanup shall be remediated and the site verified as clean by a competent environmental consulting company through a soils analysis approved by the Health Department.

*This condition has been previously addressed and no longer applies.*

20. All new buildings on Lots 2 and 3 shall be protected by automatic fire suppression systems.

*At the time of the preliminary plan approval, the Subject Property was part of Lot 2. The Subject Property will conform to this requirement.*

### **III. STATEMENT OF CONFORMANCE WITH THE LAND USE AND CORRIDORWIDE POLICIES FOR CENTRAL US 1 CORRIDOR**

- Policy 1: Increase mobility in College Park by adopting multimodal transportation principles and improving street network connectivity.

Strategies:

1. Enhance street connectivity in College Park by creating new pedestrian-friendly street connections and cross streets at the time of redevelopment and reconnecting closed streets where possible. Improve east–west connections between existing residential neighborhoods, walkable nodes, the University of Maryland, the Paint Branch Stream Valley Park Trail, Rhode Island Avenue, and US 1. Where it is not possible to reopen closed streets in the short term, reserve the land for future street connections.

*Although no improvements to the existing street system are proposed, the development application does propose significant landscaping along the*

*existing sidewalk system to encourage pedestrian activity, and to enhance the visual attractiveness of the Property. The proposed development, by the nature of its use, is likely to encourage pedestrian activity that originates to the north across Ikea Centre Boulevard, especially among residents in the area.*

2. Construct wide, comfortable sidewalks along the entire length of US 1, with adequate buffering from passing vehicles. Buffering can be in the form of street trees planted near the edge of pavement or a generous landscaped buffer between the sidewalk and the roadway.

*Although no improvements to the existing street system are proposed, the development application does propose significant landscaping along the existing sidewalk system to encourage pedestrian activity.*

3. Enhance the bicycle network in College Park by improving bike facilities on the Paint Branch Stream Valley Park Trail and along Rhode Island Avenue; and by creating dedicated bike facilities along US 1. Create an eastbound counterflow bike lane/route on the existing one-way westbound segment of Metzert Road between the Paint Branch Trail and US 1. Support increased bicycle use by improving connections to the University of Maryland, providing bicycle parking, and offering bike racks on transit buses. Investigate the expansion of the 'weBike' bike-sharing program currently offered on the university campus.

*This policy does not apply.*

4. Create a consolidated bus or streetcar circulator system along US 1 with 10-minute headway (time between buses) times, a clear route along the corridor, and recognizable branding.

*This policy does not apply.*

5. Consolidate bus stop locations at the walkable nodes, Hollywood Commercial District, and other appropriate areas to capitalize on high numbers of pedestrians and transit riders and to support a walkable, more environmentally-friendly lifestyle.

*This policy does not apply.*

6. Provide amenities, such as bus shelters, benches, route maps, and schedules, to improve transit rider experience and level of comfort.

*There is one (1) bus stop on the eastern side of Ikea Way that is improved with an existing bus shelter. An entrance to the Wawa is proposed near this*

*bus stop for the convenience of those members of the public using the bus, and who may wish to patronize the Wawa food and beverage store.*

7. Encourage the SHA to work with the City of College Park, the University of Maryland, and the county Department of Public Works and Transportation (DPW&T) to fully evaluate existing travel patterns (including trips to and from the university) along US 1 and other nearby parallel facilities. SHA, the city, the university, and DPW&T should closely coordinate to implement effective measures to encourage alternate routes for directing university-oriented traffic away from US 1 and toward other routes, such as the Capital Beltway, MD 193, Kenilworth Avenue, New Hampshire Avenue, University Boulevard, Metzert Road, and Adelphi Road. Focus on Kenilworth Avenue and New Hampshire Avenue as potential alternates for through traffic between the Capital Beltway and Washington, D.C.

*This policy does not apply.*

8. Plant shade trees along the entire length of US 1 to provide shade for pedestrians during the hot summer months. Trees planted along the edges of roadways and spaced approximately 30 to 40 feet on-center ensure a full canopy, reduce urban heat island effects, improve air quality, and act as psychological traffic calming measures, leading motorists to slow down as they feel more of a sense of enclosure.

*The Subject Property does not contain frontage along Baltimore Avenue (US Route 1), although street trees are proposed along the portion of the Property that is closest to Baltimore Avenue (US Route 1).*

9. Develop a consistent and interesting wayfinding system of directories, interpretive signage, directional signs, and other elements to help foster a sense of place and assist in informing visitors, students, and residents of the features of the Central US 1 Corridor, University of Maryland, and City of College Park. These wayfinding signs should be designed primarily for pedestrians and bicyclists. Wayfinding signs for bicyclists should be consistent with the standards of the Manual of Uniform Traffic Control Devices (MUTCD).

*The proposed development will incorporate the existing wayfinding signage already implemented through previous development approvals.*

Policy 2: Focus new development and investment along US 1 on walkable, compact, and mixed-use nodes that will become new centers of activity.

Strategies:

1. Implement a stronger set of development district standards and reevaluate use of the Mixed-Use Infill (M-U-I) Zone to ensure appropriate development occurs at the walkable nodes.

*The development application employs architectural features that utilize high quality materials to create a building that is visually appealing.*

2. Establish a phasing and implementation program that places initial emphasis on walkable nodes.

*The development application is located within a walkable node—the Character Area most primed for development.*

3. Downzone properties outside the walkable nodes to reinforce the policies of the 2002 General Plan that direct corridor development to appropriate nodes.

*This policy does not apply*

4. Prioritize public investment by providing underground utilities, new sidewalks, street trees, landscaping, and plazas or public greens in the walkable nodes first. Extend this investment to other areas along the Central US 1 Corridor only after the walkable nodes have begun to revitalize and achieve the goals of the sector plan.

*The development application proposes significant new landscaping around the entire site, especially along the existing system of sidewalks that extends around the Property on two (2) sides.*

5. Ensure that any future expansion of the Development District Overlay Zone (DDOZ) boundaries and the M-U-I Zone is limited to locations that reinforce the concept of walkable nodes. Expansion of the DDOZ boundaries is not recommended outside of the walkable nodes unless the expansion is intended only to accommodate existing business uses that are impacted by future right-of-way expansion along US 1.

*The DDOZ does not include the Subject Property, nor does this application request that the DDOZ be extended to the Subject Property.*

6. Support land consolidation and acquisition in appropriate locations where consolidation will better implement the vision and goals of this sector plan. Once the proposed urban diamond interchange at MD 193 and US 1 is built, consider vacating street rights-of-way at

Greenbelt Road and 48th Avenue to make additional land available for redevelopment.

*This policy does not apply.*

Policy 3: Embrace the symbiotic relationship of the natural and built environments.

Strategies:

1. Reduce the carbon footprint of the Central US 1 Corridor by promoting walking, biking, and transit. Reduce vehicle miles traveled in College Park by shortening the distances residents must drive to meet their daily needs.

*The Subject Property supports the Sector Plan's policy to reduce its carbon footprint, since: (1) There will be easy pedestrian access to the proposed food and beverage store for residents of the area encompassed by the applicable CSP; and (2) the gas station component will provide a convenient opportunity for vehicles traveling southbound on Baltimore Avenue (US Route 1) to obtain fuel prior to entering the Capital Beltway, without the need to proceed further south on Route 1 to obtain this product.*

2. Reduce the amount of land consumed by development in College Park by promoting compact, walkable development.

*No additional land is consumed. The Subject Property improves an already built-out piece of land.*

3. Embrace green building practices by requiring all new development to incorporate sustainable design techniques. Encourage a minimum of Leadership in Energy and Environmental Design-Silver certification for new development in College Park. Explore programs to facilitate the weatherizing of existing homes and buildings.

*Wawa utilizes several green building initiatives in their design, including but not limited to: features designed to reduce energy use through minimizing heat generated by the sun, e.g. utilizing a white roof and Low E, insulated glazing in windows; LED lighting; low flow plumbing fixtures; motion sensor faucets and flush valves and drip irrigation that controls water usage; and promotion of bicycling by installing racks near the building.*

4. Manage stormwater through the increased use of urban stormwater management techniques, including cisterns, green roofs, rain tanks,

biofiltration measures, storage cells underneath streets and new development, and street tree planters. Implementing a citywide systemic approach to managing urban stormwater will reduce dependence on costly regional systems and will reduce harmful impacts on the Paint Branch.

*After an analysis of viable urban stormwater management techniques, the use of Filterra filters, an alternatively-approved MDE BMP device which treats water quality volume in an underground treatment chamber, was selected for this site due to the limited amount of green space on-site.*

5. Enforce development buffers along the Paint Branch, and enforce strict regulations on development along its edge outside of the walkable nodes

*This policy does not apply.*

Policy 4: Ensure that development in the Central US 1 Corridor does not adversely impact the character of existing residential neighborhoods.

Strategies:

1. Implement a transition in building density and intensity from more intense uses within the walkable nodes and corridor infill areas to less intense uses within and adjacent to residential neighborhoods.

*This policy does not apply.*

2. Provide buffering in the Autoville North area between existing homes and new development along Cherry Hill Road and Autoville Drive.

*This policy does not apply.*

3. Ensure that any development along the southern portion of Autoville Drive is compatible with the existing single-family detached neighborhood and does not adversely impact the Paint Branch Stream Valley Park.

*This policy does not apply.*

4. Restrict the intensity of redevelopment within the Hollywood Commercial District to ensure an appropriate transition between one- and two-story single-family detached dwellings and two-

three- story M-U-I buildings along Rhode Island Avenue. Preserve and enhance the existing green area along Muskogee Street and Narragansett Parkway adjacent to the REI Shopping Center.

*This policy does not apply.*

5. Ensure that redevelopment of Downtown College Park does not adversely impact the properties located within the Old Town College Park Historic District.

*This policy does not apply.*

Policy 5: Foster a sense of community health and wellness.

Strategies:

1. Restrict fast-food establishments with drive- through windows, and ensure that fast-food outlets provide healthy-choice offerings, such as fresh fruit, vegetables, and salads.

*The proposed use upon the Subject Property is not a fast food establishment. However, it does provide a varied selection of freshly made salads and healthy snacks, such as fresh fruit, among its many convenience items for sale.*

2. Provide grants or loans to support community-driven initiatives that benefit the health and wellness of residents.

*This policy does not apply.*

3. Provide incentives for developers to conduct health-impact assessments, and provide health and wellness amenities during the development process.

*This policy does not apply.*

4. Support and encourage additional connections to existing and proposed trail networks throughout the community. Consider the incorporation of exercise stations, drinking fountains, bicycle storage units, and other amenities to encourage increased exercise and trail use.

*This policy does not apply.*

5. Provide incentives for developers to include shower and changing facilities for those who commute to work and class on bicycles.

*This policy does not apply.*

#### **IV. STATEMENT OF CONFORMANCE WITH THE LAND USE AND CORRIDORWIDE POLICIES FOR CENTRAL US 1 CORRIDOR**

Policy 1: Develop a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor.

Strategies:

1. Reduce design speed on the segments of US 1 that pass through the walkable nodes in order to encourage drivers to slow down in these areas. Slower traffic is key to walkability, because it helps make pedestrians feel safe.

*This policy does not apply.*

2. Establish a minimum residential density of 15 dwelling units per acre and 45 employees per acre in the walkable nodes to provide sufficient density to support the recommended level of bus service for the Central US 1 Corridor.

*The Subject Property will have 12 employees on-site at any given time, which is in addition to employees at the Ikea store, Holiday Inn and other retail and nearby commercial establishments, thereby increasing the total number of employees in the area.*

3. Prioritize walkable nodes to ensure their success and limit development in locations outside those recommended by the sector plan. The Lower Midtown node between Quebec Street and the Paint Branch Stream Valley Park is recommended as the first priority for redevelopment, followed by the University of Maryland node (East Campus redevelopment) and the Downtown College Park node between just north of College Avenue and Hartwick Road.

*The proposed development is an infill site within a walkable node. The policy above is geared towards spurring development within the walkable nodes. This development application is for property already located within a walkable node.*

4. Provide generous sidewalks along US 1 and all side streets in the walkable nodes, with a width between 15 to 20 feet along US 1 and 6 to 10 feet on the side streets. These widths provide space for outdoor dining and street trees along US 1 and a comfortable walking area on the side streets, while providing an adequate distance between the building frontages and the streets.

*The proposed development utilizes the existing sidewalk network.*

5. Partner with the University of Maryland to strengthen relationships between the university, city, and county; ensure appropriate gateway development leading to the university's main entrance at US 1 and Paint Branch Parkway; and increase coordination of redevelopment initiatives to achieve shared goals for the Central US 1 Corridor.

*This policy does not apply.*

6. Establish a working group consisting of public agency representatives, the City of College Park, the University of Maryland, and private developers to address issues with street rights-of-way along US 1. This plan recognizes that public ownership and maintenance of the street space may not always be feasible and encourages exploration of alternative techniques, including but not limited to public access easements and public/private maintenance agreements.

*This policy does not apply.*

7. Explore the feasibility of establishing a comprehensive utility undergrounding program along the entirety of the Central US 1 Corridor. This plan recognizes that programs of this nature will be costly and take time to come to fruition; therefore, the plan recommends a trial program be established and implemented during the next three to five years in the Lower Midtown node north of the University of Maryland—and tying into the existing underground network on the university campus to save on costs. Additional expansion of the undergrounding program could occur in a phased manner over the mid- to long-term. Relocate utilities to the rear of properties when undergrounding is not feasible.

*This policy does not apply.*

8. Ensure a vertical mix of uses in the walkable nodes. The ground floor of buildings should be designed to look like storefronts, with windows and primary entrances facing the street. Retail and service uses should be provided on the ground floor of buildings within the walkable nodes.

*The site is too constrained to provide a vertical mix of uses. The ground floor use is retail in furtherance of this policy objective.*

9. Concentrate office and residential uses above the ground floor. The residents and employees inhabiting these spaces help support retail

uses on the ground floor and create demand for increased transit service at the walkable nodes.

*No office or residential is proposed for this site.*

10. Locate service uses, such as loading facilities and trash collection, to alleys or secondary streets. Under no circumstances shall service uses be located on US 1.

*The proposed trash enclosure is located via an access from Ikea Way. It will be screened from Baltimore Avenue (US Route 1).*

11. Promote signalized intersections with pedestrian crosswalks at all street crossings in the walkable nodes, giving pedestrians a safe and convenient way to cross US 1.

*This policy does not apply.*

12. Promote the use of photo enforcement as a tool to improve pedestrian and bicyclist safety.

*This policy does not apply.*

13. Consider the following engineering measures for pedestrian and bicyclist safety throughout the US 1 Corridor on appropriate roadways as they become standardized:
  - Accessible pedestrian signals.
  - Passive detection.
  - Crossing islands.
  - Raised crosswalks at non-signalized pedestrian crossings.
  - Convex mirrors.
  - Advanced stop bars for buffered bike lanes, cycle tracks, and sidepaths.
  - Separated facilities.
  - Bicyclist pavement markings.

*This policy does not apply.*

Policy 2: Establish a strong sense of place along the Central US 1 Corridor by ensuring the highest quality of development.

Strategies:

1. Establish strong architectural and urban design standards in the DDOZ to reinforce the desired character for US 1.

*This policy does not apply.*

2. Establish building heights generally between two and six stories in height. Areas targeted for student housing, such as the Lower Midtown node between Pontiac Street and the Paint Branch Stream Valley Park, should have building heights between four and ten stories in height. Building heights should begin to step down as the walkable nodes transition into residential neighborhoods.

*The proposed food and beverage store has a height of 23' 10" at the roof, while the top of the proposed tower over the main entrance will rise to a height of 33', 4". With these proposed heights, the proposed building upon the Subject Property will be at a height similar to a two-story building.*

3. Ensure primary building entrances are provided along the street to facilitate convenient pedestrian connections and strengthen the connection between the building and the street space.

*The main entrance to the building is located in the parking area because this is the most convenient location for potential users of the site. However, the rear entrance to the building has a separate entrance near the bus stop on Ikea Way.*

4. Promote plazas and pocket parks to provide gathering places for neighborhood events, enjoyment of the outdoors, and community well-being and exercise. Buildings along the edges of these open spaces should be oriented toward the space to provide natural surveillance.

*This policy does not apply.*

5. Locate most parking within the walkable nodes to mid-block parking lots and, as the market evolves, garages. Where parking garages front major streets, they should be lined with habitable space.

*The proposed application will redevelop a portion of an underutilized parking lot into a retail store and service that will serve residents and visitors to the overall development.*

6. Use high-quality, durable, and attractive materials, such as brick and stone, for all new development.

*The proposed application complies with this policy.*

7. Provide attractive landscaping in the walkable nodes to help establish a sense of place, with an emphasis on a more urban concept of street trees within planters set into the sidewalks and pedestrian spaces. Native species of plants should be chosen for

landscaping.

*The proposed application complies with this policy. The proposed landscaping utilizes 100% native species.*

8. Provide pedestrian-scaled signage and lighting. Do not design these elements for automobiles; rather, focus on the pedestrian experience.

*Although this policy is not practicable given the use of the site, lighting will be sufficient to serve pedestrians.*

9. Preserve the historic Art Deco-style commercial building on the east side of US 1 between College Avenue and Lehigh Road.

*This policy does not apply.*

Policy 3: Create appropriate transitions between the higher-intensity walkable nodes and existing residential neighborhoods.

Strategies:

1. Develop townhouses or small apartment buildings between two and three stories in height as a transition between the walkable nodes and single-family detached dwellings. This type of development helps protect neighborhood integrity and provides a smooth transition from lower to higher intensities of use.

*This policy does not apply.*

2. Ensure the same level of detail and attention is provided to the transition areas as to the walkable nodes to facilitate quality of development and preservation of the character of existing communities.

*This policy does not apply.*

Policy 4: Ensure future development of the walkable nodes respects the Aviation Policy Areas (APA) established around the College Park Airport.

Strategies:

1. Increase coordination between the development community, City of College Park, University of Maryland, and The Maryland-National Capital Park and Planning Commission (M-NCPPC) to better implement the goals and requirements of the APA.

*This policy does not apply.*

2. Evaluate properties within the APA to address the suitability for high-intensity redevelopment in light of height and use restrictions established by the APA policies. Consider downzoning where appropriate.

*This policy does not apply.*

3. Explore opportunities to incorporate art and architectural design that celebrates the College Park Airport in new development within walkable nodes subject to APA regulations, since these areas are in proximity to the airport.

*This policy does not apply.*

4. Ensure development in the walkable nodes does not threaten the continued existence of the College Park Airport, the oldest continuously operated airport in the world.

*This policy does not apply.*

## V. CONCLUSION

For all of the above-described reasons, the Applicant respectfully requests approval of this Detailed Site Plan (“DSP”) for a food and beverage store/ gas station.

Respectfully submitted,

O’MALLEY, MILES, NYLEN & GILMORE, P.A.

By:



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January 31, 2020

Tom Burke  
Development Review Division  
Maryland-National Capital Park and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

Re: DSP-19061  
Wawa-College Park

Dear Mr. Burke:

As you know, I represent 10050 Baltimore Avenue, LLC, the Applicant in the above-referenced case, which is the construction of a food and beverage store with a gas station upon property located at 10050 Baltimore Avenue in College Park ("Subject Property"). The purpose of this letter is to demonstrate that the Subject Property can be accessed via Parcel G, and that the application should continue to be reviewed under DSP-19061. For your consideration, I submit the following:

- I. Regarding access for the dumpsters via Parcel G, I would refer to Section 3 of the Reciprocal Easement and Operating Agreement ("Easement") between Collmar, LLC and IKEA Property, Inc., dated September 25, 2002 and recorded at Liber 16250 at Folio 471 among the Land Records of Prince George's County. This section of the Easement states:
  3. U.S. Rte. 1 Entranceway. IKEA does hereby grant, create, declare, reserve and convey to Collmar and to **its respective successors and assigns** (emphasis supplied) including but not limited to tenants, sub-tenants, guests, invitees, licensees, concessionaires, customers, patrons, employees or visitors and to each and every person, firm, corporation, or other party from time to time hereafter **owning all or any portion of the New HI [Holiday Inn] Site** (emphasis supplied), a perpetual, non-exclusive easement for the purposes of: (i) vehicular and pedestrian ingress and egress to, from and between each portion of the U.S. Rte. 1 Entranceway, and (ii) vehicular passage and circulation; and, in the case of pedestrian access, (x) pedestrian ingress and

egress to, from and between each portion of the US Rte. 1. Entranceway, and (y) unobstructed pedestrian passage and circulation.

The Applicant submits that the plain meaning of this provision provides Lot 9 with ingress and egress to both IKEA Way and IKEA Centre Boulevard, and the implicit right to utilize said access by traversing Parcel G. In other words, owners, tenants, guests, etc. of Lot 9 are explicitly permitted to traverse Parcel G for ingress and egress onto IKEA Way because IKEA Way can only be accessed via Parcel G. This conclusion is based on the following set of facts:

1. Lot 9 is encumbered by the Easement since it was formerly a portion of the New HI site—the HI site consists of 5.87 acres, the combined acreage of Parcel G and Lot 9.
2. Each party to the Easement is specifically granted vehicular “ingress and egress to, from, **and between each portion of the U.S. Rte. 1 Entranceway**” (emphasis supplied).
3. As shown on Exhibit 4 of the Easement, the U.S. Rte. 1 Entranceway is comprised of: (A) the portion of IKEA Centre Boulevard between U.S. Route 1 (Baltimore Avenue) and the traffic circle; and (B) the southwesterly portion of IKEA Way that extends along the western boundary of Lot 9 between the traffic circle and most, but not, all of Parcel G.
4. Although the western boundary of Lot 9 fronts on IKEA Way, access to IKEA Way is only possible via an existing curb cut on Parcel G.
5. To effectuate the provisions of the Easement, vehicles must be permitted to traverse Parcel G to, from, and between Lot 9 and IKEA Way.

In sum: (1) Parcel G and Lot 9 are both encumbered by this Easement; (2) Lot 9 was granted the right of ingress and egress to both IKEA Way and IKEA Centre Boulevard through the Easement described above; and (3) It is only possible for Lot 9 to access IKEA Way via Parcel G. For these reasons, vehicles are clearly permitted to traverse Parcel G in order to access IKEA Way from and to Lot 9.

II. The Applicant is requesting that the subject DSP proceed under DSP-09061, rather than as a further revision to DSP-02035 because the history of DSP-02035, along with its Revisions 01-03, makes it clear that this DSP only applies to the parcel owned by Holiday Inn (“Parcel G”). Had Lot 9 and the Holiday Inn remained under a single owner, DSP-02035 could have applied to both parcels, but Lot 9 was sold in 2005 and remains independent of the Holiday Inn. The development history of this site justifies this position, and is set forth below:

1. The area that would be Lot 9 was approved as part of a parking lot approved through DSP-01047 (October 2001), and DSP-01047-01 (January 2002) to serve the IKEA Centre development.

2. DSP-01047-01 required IKEA to obtain and record an easement agreement with the owners of the Holiday Inn to allow IKEA to utilize the southern access point to US Route 1 (Baltimore Avenue).
3. Instead of pursuing the aforementioned easement agreement, the owners of IKEA and Holiday Inn agreed to a land swap, as follows: IKEA would convey a portion of its parking lot to Holiday Inn in exchange for Holiday Inn conveying a portion of its property to IKEA, giving IKEA its desired southern access to US Route 1 (Baltimore Avenue).
4. IKEA created Lot 9 (the portion of its parking lot to be conveyed to Holiday Inn) through a minor subdivision process, resulting in a final plat recorded at Plat Book 193 at Plat No. 194, in May 2002.
5. On July 24, 2002, IKEA received approval of DSP-02035 for the area of Lot 9 only. The case file includes a Pre-Acceptance note from the Supervisor that states: “[g]ive this DSP a completely new number—not a revision of previous IKEA DSP number—because the objective is to create a separate identity for Holiday Inn DSP.”
6. In September, 2002 Lot 9 was conveyed to Collmar, LLC, the owner of Parcel G (the Holiday Inn property) through a deed recorded at Liber 16250 at Folio 443 among the Land Records of Prince George’s County. In return, IKEA received Parcel H from Collmar, LLC as its southern access to US Route 1 (Baltimore Avenue).
7. The existing parking lot was constructed on Lot 9 between December 2002 and May 2005.
8. In September 2005, Collmar LLC sold Lot 9 to Ocean Properties Ltd. through a deed recorded at Liber 23026 at Folio 458 among the Land Records of Prince George’s County.
9. In July 2007, the Holiday Inn was sold to Oprock College Park Fee, LLC through a deed recorded at Liber 28339 at Folio 622 among the Land Records of Prince George’s County. Thereafter, no common ownership existed between Lot 9 and Parcel G.
10. Parcel G was rezoned to the M-X-T Zone through Change Number 1 within the Approved 2010 Central US 1 Corridor Sector Plan and Sectional Map Amendment.
11. On August 16, 2012, DSP-02035 was withdrawn.
12. DSP-02035-01 was accepted on October 18, 2012 and approved on December 26, 2012, to construct a cell tower on Parcel G.
13. The subsequent 02 and 03 revisions to DSP-02035- were for improvements to land entirely within the boundaries of Parcel G, which, to this day, remains separate from and independent of Lot 9.

Given this history, we submit that DSP-02035 was initially designed to include Lot 9 only because it was conveyed to the owners of the Holiday Inn (at that time) as part of the above-described land swap, and was no longer connected to IKEA, or its DSP-01047, as amended. Further support for this position is found within the case file. The application for DSP-02035 lists the property acreage as 1.469 acres, which is the exact size of Lot 9. Furthermore, the application describes the proposed use as: “Parking lot for hotel (Holiday Inn) Part of IKEA Centre conveyed to Holiday Inn. Separate DSP No. needed.” Finally, the Certificate of Approval located on Sheet 1 of DSP-02035 states: “[t]his plan includes the parking for the Holiday Inn property adjacent to IKEA.”

However, as noted above, the original DSP-02035 was withdrawn in August 2012. Later, in October 2012, M-NCPPC accepted DSP-02035-01, but made no reference to Lot 9. Moreover, the case file for DSP-02035-01 shows that it was not intended to govern development upon Lot 9. Thus, even if the original DSP had not been withdrawn, it still would not have had any effect on Lot 9. The following information is shown on the approved plans for DSP-02035-01 to support this position:

1. Project Data Sheets drafted solely for the 01 Revision list the owner as “Oprock College Park Fee, LLC” (owner of Holiday Inn site, but not Lot 9 in 2012).
2. The Boundary Layout sheet encircles Parcel G—not Lot 9.
3. The Site Layout sheet gives the acreage of the site as 4.3 acres (the size of the Holiday Inn site only), while also referencing the deed recorded at Liber 28339 at Folio 622 among the Land Records of Prince George’s County, which conveyed Parcel G to Oprock College Park Fee, LLC. Lot 9 was not included within this deed, having been conveyed to Ocean Properties Ltd. two (2) years earlier.
4. The “Site Plan” sheet, while referencing Lot 9, is inconsistent with other sheets in the DSP, and contains factual errors that undercut any claim it was drafted with the intent of applying to both Lot 9 and Parcel G. These errors include:
  - a. The applicant on this sheet is incorrectly listed as “Ocean Properties” when all other sheets reference “Oprock College Park Fee, LLC.”
  - b. The hotel portion of this sheet is listed as “Existing Parcel ‘E’”, while “Proposed Parcel ‘G’” is superimposed on it. The Holiday Inn site ceased being Parcel E and became Parcel G in June 2002—10 years earlier—as mentioned above.
  - c. Parcel G is incorrectly shown as being zoned C-S-C. As mentioned above, the Holiday Inn site was rezoned M-X-T through the Approved 2010 Central US 1 Corridor Sectional Map Amendment.

Given all of the above, we respectfully submit that processing the DSP for Lot 9 as a separate DSP would help to clarify that DSP-02035- and its subsequent revisions appear to have been intended to apply only to Parcel G, because: (1) when this property was conveyed from IKEA to the then-owners of the Holiday Inn, the M-NCPPC Staff apparently felt that the portion of the

property we now know as Lot 9 should not remain as part of the IKEA DSP (01047), but should have its own DSP designation; (2) after Parcel G was rezoned from the C-S-C zone to the M-X-T zone, the DSP was a requirement of this new zone; and (3) the original DSP was withdrawn, but the 01, 02 and 03 revisions applied only to improvements upon Parcel G, not Lot 9. For all of the above-described reasons, we believe that there is ample justification to process the subject application as DSP-09061.

Thank you for your time and attention to this matter. If you have any questions or concerns, please do not hesitate to contact me at 301-572-3237 or [nforman@omng.com](mailto:nforman@omng.com)

Respectfully submitted,

O'MALLEY, MILES, NYLEN & GILMORE, P.A.

By:



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March 26, 2020

Tom Burke  
Development Review Division  
Maryland-National Capital Park and Planning Commission  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

Re: Wawa-College Park  
DSP-19061

Dear Tom:

As you know I represent 10050 Baltimore Avenue, LLC, Applicant in the above-referenced case. You will recall that immediately following the Subdivision and Development Review Committee meeting ("SDRC") on March 6, 2020, an impromptu meeting was held with regard to this application that included you, Jill Kosack and Sherri Conner from Development Review Division, Peter Goldsmith, Associate General Counsel (collectively, "Staff"), and Ralph Bell, Brian Corcoran and I to discuss issues related to this application in greater detail. Of the several topics discussed during this impromptu meeting, one of the major issues concerned the Applicant's legal authority to traverse the Holiday Inn property for access to the proposed trash facilities upon the Subject Property of this application.

It is my understanding that during that post-SDRC discussion, the Staff determined that this issue can be resolved by providing an additional sheet in our detailed site plan that shows not only the Applicant's proposed development, but also the abutting Holiday Inn property. Including this sheet will satisfy the staff's concerns that the Applicant's lot works in context with the overall site and no additional documentation of the Applicant's lot's reliance on the rest of the site or of owners of other parcels within the site will be necessary. Staff recommended that this plan could be shown in addition to the access and circulation plan proposed between these two properties.

Throughout this discussion, my client was extremely concerned that by showing the abutting Holiday Inn property with this application, the Staff could require information from the owners of the Holiday Inn property, or information requiring involvement from the Holiday Inn property and its owners. However, the Staff very clearly stated that the inclusion of the Holiday Inn property on the site plan was for informational purposes only. It is not intended to, nor will it in any way, allow the Holiday Inn property to be included in any conditions related to the above-

referenced application, or require the involvement of the Holiday Inn property or its owners in any other way with regard to the subject application, or any future revisions or amendments to the subject application. Moving forward, the two properties will continue to be treated and reviewed independent of each other. If I have misunderstood the Staff's intention in any way with regard to this issue, or if the Staff otherwise disagrees with any of the above, please send me a written response clarifying or correcting this understanding as soon as possible.

Upon this understanding, you will find enclosed the access and circulation plan, which includes both the Subject Property of this application and the Holiday Inn site, for your review. I kindly request that this plan be included as part of our detailed site plan set for this application.

In addition to the Staff's request for the access and circulation plan referenced above, other subjects discussed at the post-SDRC meeting included: (1) providing a sidewalk across the parking lot perimeter with a marked walkway across the parking lot to the proposed building on the Subject Property; (2) removing the pylon sign in the southeast corner of the lot; and (3) removing the IKEA sign on the north side of the lot.

With regard to the requested sidewalk, the enclosed circulation plan shows the location of the requested sidewalk that will allow pedestrians access to the front of the proposed convenience store. A sidewalk along the pre-existing exterior landscape strip results in insufficient space for canopy trees to be planted, therefore canopy trees will need to be replaced with smaller trees. This sidewalk has been included as requested by both the M-NCPPC Staff and representatives from the City of College Park. This change will add additional costs to increase the stormwater management facilities that the applicant has agreed to absorb into the overall project budget.

With regard to the removal of the Wawa gas station pylon signage in the SE corner of the site, Lot 9 site is approximately 225 feet from the southbound right land of Route 1. During lease negotiations with Wawa, the tenant expressed reservations about pricing visibility from the road and wanted to see if there was a way to include pricing signage closer to Route 1. As this signage is not permissible, it is our goal to help address tenant's concerns about visibility from Route 1 by having the two signs they have requested. We ask that you review this as you will see that Wawa does sit further back from the road and does not add any additional clutter of signs to Route 1 traffic, while providing a material benefit to the tenant.

With regard to the removal of the IKEA sign, the REA specifically granted IKEA the right to construct such signage at the time of the creation of the parcel and the applicant does not have legal right to ask for them to take it down.

As stated above, if you disagree with any of our understandings, or any other issues discussed above, please respond in writing as soon as possible. Absent any disagreement, and other than the outstanding issues regarding signage discussed above, we believe that all other issues of significance regarding this application have now been resolved.

Thank you for your time and attention to this matter. If you have any questions or concerns, please do not hesitate to contact me at 301-572-3237, or [nforman@omng.com](mailto:nforman@omng.com)

Truly Yours,

By:

\_\_\_\_\_  
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*Attorney for Applicant*

cc: Brian Corcoran  
Ralph Bell  
Lauren Aiello  
Roadside Development

Lawrence N. Taub, Esq.  
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### Wawa WEEKDAY SHARED PARKING ANALYSIS

Land Use

	Hotel =	218	Rooms
Wawa	Retail =	4736	sq.ft.

	Restaurant	95	Seats
	meeting space	288	seats

Parameters:

	Hotel =	0.5	spaces/room
Wawa	Retail =	7	spaces/1000 sq.ft.

	Restaurant	1	3 seats
	meeting space	1	4 seats



Parking Spaces:

Total Spaces for Office =	0 spaces
<b>Total Spaces for Hotel =</b>	<b>109 spaces</b>
Total Spaces for Residential =	0 spaces
<b>Wawa Total Spaces for Retail =</b>	<b>33 spaces</b>

Total Spaces for Theater =	0 spaces
<b>Total Spaces for Restaurant =</b>	<b>32 spaces</b>
Total Spaces meeting =	72 spaces
<b>Retail Emp. only (1.8 per 1000 sf) =</b>	<b>4 spaces</b>

**Included in total Retail spaces**

Weekday

Time of Day	Hotel		Retail		Catering		Restaurant		Total
	%	Needed	%	Needed	%	Needed	%	Needed	
7:00 AM	85%	93	10%	3	20%	14	20%	6	117
8:00 AM	65%	71	20%	7	30%	22	30%	10	109
9:00 AM	55%	60	40%	13	40%	29	40%	13	115
10:00 AM	45%	49	70%	23	40%	29	30%	10	110
11:00 AM	35%	38	85%	28	40%	29	20%	6	101
12:00 PM	30%	33	95%	31	40%	29	50%	16	109
1:00 PM	30%	33	100%	33	40%	29	55%	18	112
2:00 PM	35%	38	100%	33	40%	12	40%	13	95
3:00 PM	35%	38	95%	31	40%	12	25%	8	89
4:00 PM	45%	49	85%	28	30%	22	25%	8	107
5:00 PM	60%	65	80%	26	30%	22	40%	13	125
6:00 PM	70%	76	80%	26	50%	36	70%	22	160
7:00 PM	75%	82	90%	30	60%	7	100%	32	151
8:00 PM	90%	98	85%	28	60%	7	95%	30	163
9:00 PM	95%	104	60%	20	70%	50	80%	26	200
10:00 PM	100%	109	30%	10	40%	29	40%	13	161
11:00 PM	100%	109	10%	3	20%	14	20%	6	133
12:00 AM	100%	109	0%	0	0%	0	0%	0	109

**Maximum WEEKDAY Hourly Demand = 200 parking spaces**

**246 # spaces needed if not shared**

R E S O L U T I O N

WHEREAS, the Prince George's County Planning Board is charged with the approval of Conceptual Site Plans pursuant to Part 3, Division 9 of the Zoning Ordinance of the Prince George's County Code; and

WHEREAS, in consideration of evidence presented at a public hearing on June 17, 2004, regarding Conceptual Site Plan CSP-96049/02 for Summit at North College Park (Ikea Centre), the Planning Board finds:

1. **Request:** The subject application proposes a multifamily residential development, office/ retail uses and restaurant pad sites on the existing IKEA (Summit) property.

2. **Development Data Summary**

	<b>EXISTING</b>	<b>PROPOSED</b>
Zone	M-X-T	M-X-T
Use	Retail	Mixed Use—Multifamily residential development, office/retail, restaurant
Acreage	44.78 acres	44.78 acres
Lots	4 and one outlot	4 and one outlot
Parcels	0	0
Square footage	380,000 sq.ft	670,000 to 704,000 sq.ft. For a maximum of 1,084,000 sq.ft.

3. **Location:** The subject site is in Council District 1, Planning Area 66. The subject site is located on the northwest corner of US 1 (Baltimore Avenue) and the Capital Beltway in the City of College Park.

4. **Surroundings and Use:** The adjacent properties are as follows:

North and West—	Zoned O-S with the National Agricultural Research Center.
East—	Zoned M-X-T with multifamily apartments across US 1.
South—	Zoned C-S-C with a hotel (Holiday Inn).
South and West—	Zoned C-S-C with a liquor store.

5. **Previous Approvals:** A Conceptual Site Plan, SP-96049, was approved by the District Council for the subject site on February 10, 1997. The Conceptual Site Plan was for Gateway Park consisting of a hotel/historic inn, 410,000 square feet of office, and 402,000 square feet of retail uses to be developed in two stages.

On February 19, 1998, the Planning Board approved a Preliminary Plan 4-97121 (PGCPB No. 98-26), for the subject property consisting of four lots and one outlot. On June 10, 1998, a

Detailed Site Plan, SP-97059, was approved by the District Council for the subject property. That Detailed Site Plan expired on June 10, 2001. On June 10, 1998, the District Council also approved a Departure from Design Standards application DDS-484 for the following:

- Replacing regular and compact size parking spaces with a universal size parking space (9 feet by 18 feet)
- 24-foot drive aisles instead of 22-foot drive aisles
- A reduced loading space driveway setback

On October 25, 2001, the Planning Board approved a Detailed Site Plan, SP-01047 (PGCPB No. 01-214), for infrastructure (rough grading only).

On January 31, 2002, the Planning Board approved a revision to the Conceptual Site Plan CSP-96049/01 (PGCPB No. 02-28) and a revision to the Detailed Site Plan for a proposed 380,000-square-foot IKEA store. The proposal also included 410,000 square feet of office uses and 22,000 square feet of restaurant uses. The proposal did not include the hotel use approved by the previous Conceptual Site Plan.

On April 18, 2003, staff as the Planning Board’s designee approved a revision to the Detailed Site Plan DSP-01047/01 for minor revisions to the site and landscape plans.

6. **Design Features:** The applicant is proposing the following:

Retail (including restaurants)—	25,000 to 39,000 sq.ft. (one to two stories)
Office/Leasing Center—	10,000 to 30,000 sq.ft. (one to three stories)
Residential— Apartments (approximately 500 units)—Rental	605,000 sq.ft (four stories)
Live/work units	25,000 sq.ft.
Clubhouse	5,000 sq.ft.
Total square footage proposed	1,005,000 to 1,084,000 sq.ft.

Total square footage approved by the previous approvals:

IKEA Store—	380,000 sq.ft.
Future office use—	410,000 sq.ft.
Restaurant/Retail—	22,000 sq.ft.
Total—	812,000 sq.ft.

The proposal is intended to be developed as a mixed-use community consisting of a luxury residential community incorporating retail and office components.

The proposed development will be in the vacant northeastern portion of the IKEA site. The applicant is proposing a four-story multifamily development in the northwestern portion of the site adjacent to the National Agricultural Research Center property. The multifamily residential development will have multistory garages and a clubhouse and pool as amenities. Various courtyards are provided within the development for providing private green space to the residents. Various landscaping techniques will be used within the courtyards and around the multifamily development to provide a visually pleasing environment.

The main access to the residential development is from US 1 (Baltimore Avenue). Pedestrian connections to the residential development are provided at various points within the overall development and the adjacent properties.

A combined retail/office/residential structure is provided in the central portion of the subject site. Live/work units are provided on the rear of the building facing the multifamily development. Access to the live/work units will be through a driveway between the live/work units and the multifamily development. Retail shops are proposed on the front of the building facing US 1.

Parking is proposed in front of the retail portion of the building. Three restaurant pads and parking are proposed along US 1 in front of the retail structure. A monument sign for the development will be proposed along US 1 adjacent to the historic marker site along US 1. A pedestrian walkway/ promenade is proposed in the central portion of the parking lot to provide pedestrian access to the multifamily residential area from the retail/restaurant area. A plaza with outdoor seating is proposed at the terminus of the proposed walkway. Since the parking will be visible from US 1, the applicant has provided brick piers with an evergreen hedge along US 1 to screen the parking.

The following conditions of approval are suggested to further enhance the design of the development:

The following additional information shall be included in the Detailed Site Plan application:

- A color and material board for the various buildings and pedestrian treatments.
- Detailed information on the architectural/landscape treatments for the internal courtyards, pedestrian areas and plazas.
- Design alternatives/details to further articulate and provide more visual interest for the large expanse of brick piers and hedges along US 1.
- Information on design details, colors and materials of the proposed monument sign.

- Landscape/design treatments for the driveway between the multifamily residential development and the live/work units to reduce the appearance of an “alley.”
- Detailed information on the recreational facilities for the multifamily development.
- Detailed information on the type of residential units proposed (one bedroom, two bedroom, three bedroom).
- Detailed information on emergency fire access to the rear of the residential portion of the site.

#### COMPLIANCE WITH EVALUATION CRITERIA

7. **Zoning Ordinance:** The proposed mixed-use development is a permitted use in the M-X-T Zone.

The Conceptual Site Plan must also comply with the following findings listed in Section 27-546(d), Site Plans, of the Zoning Ordinance

**a. The proposed development is in conformance with the purposes and other provisions of this Division:**

- (1) To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

The applicant is proposing a high-quality, mixed-use development on the subject property that will utilize the Capital Beltway and US 1, which are major interchanges and roadways in the vicinity. The Greenbelt Metro Station is located within a mile of the property. The subject property and Baltimore Avenue are also served by Metrobus, the University of Maryland, and CTC shuttle bus services. The proposed mix of uses on the subject property will provide additional employment opportunities, expand the retail and restaurant commercial opportunities, and provide additional diversity in the housing choices in the area.

- (2) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

The value of the land has been conserved by maximizing the floor area ratio of the development on this land. The location of the property in the vicinity of major interchanges and transit maximizes the public development potential of the subject property.

**(3) To promote the effective and optimum use of transit and other major transportation systems;**

The applicant is providing three bus stops with bus shelters within the property to be served by public transit bus systems such as Connect-A-Ride, Metro and Shuttle UM. The applicant is also proposing to construct a covered bus stop in the interior of the development and to work with the CTC shuttle system to extend its service to the site and to the Greenbelt Metro Station. Connections from the proposed development to the pedestrian and bicycle access for the existing IKEA development are proposed. Crosswalks are proposed at the main entrance to the development. Various transportation improvements listed in previous approvals will be completed. A condition of approval has been added to show the location of the proposed bus stop, pedestrian connections, and crosswalks at the Detailed Site Plan stage.

**(4) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

The proposed mix of uses will encourage a 24-hour environment. The residential units, along with the proposed club facilities (including fitness center, conference room and party room), will generate activity on the site from 6:00 a.m. to 10:00 p.m. The office tenants are anticipated to operate on regular 9:00 a.m. to 5:00 p.m. business hours. The retail component is expected to generate activity all day, including anticipated service retail and café uses open from 7 a.m. to serve morning traffic, and some restaurants with active lunch and dinner clientele bringing activity to the site until 9:00–10:00 p.m.

**(5) To encourage diverse land uses which blend together harmoniously;**

The proposed site design unifies the retail, office and residential uses along an internal street and plaza. The centrally located outdoor dining plaza and streetscape (including walkable sidewalks with street trees and street furniture) create the infrastructure for linkages between the uses and for the creation of a pleasant experience for all users. The proposed comprehensive vehicular and pedestrian system will also unify the various uses and facilitate interaction between them. The proposed landscaping, signage, seating, sidewalks, and architectural design of the buildings are intended to blend the various uses visually and functionally.

**(6) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

The residents in the multifamily development will patronize the existing IKEA store and the proposed retail/office/restaurants. The proposed commercial development will also attract patrons from the surrounding uses and will be accessible by public transit to all county residents. Therefore, dynamic, functional relationships among individual uses will

be created. A distinctive visual character and identity for the Center will be created by the use of quality architectural, landscape and design features.

**(7) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**

The mixed use of the subject property exemplifies optimum land planning for greater efficiency. This proposal takes advantage of existing transportation linkages such as the Metro shuttle and proposes new linkages to the Greenbelt Metro Station to capture demand for transit from the residential, office and retail uses. The proposed site plan seeks to provide pedestrian connections among internal uses, thereby reducing trips generated from the site, and to encourage pedestrian connections with adjacent properties. In addition, the project will take advantage of shared surface parking opportunities between the residential and office uses that have variations in peak-usage. Therefore, the subject proposal promotes optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects.

**(8) To permit a flexible response to the market; and**

This proposal takes advantage of the provision for mixed uses to provide high quality housing and office/retail in response to the housing and office/retail demands of the current market and to achieve the county's goals of fostering high-quality mixed-use development at this site.

**(9) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

The proposed development will create a diverse mix of architectural designs for the various land uses that are compatible with the architecture and design of the surrounding buildings. The proposed landscaping, signage, seating, sidewalks, and architectural design of the buildings are intended to blend the various uses visually and functionally. The use of superior design and quality building materials will result in an overall architectural design that should exemplify excellence in physical, social, and economic planning.

**b. The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

The proposed mix of uses is integrated visually by the use of similar landscaping, streetscape, and architectural materials. The proposed architectural materials are also compatible with the architecture of the adjacent properties. The mix of uses is physically

integrated by pedestrian connections and shared vehicular access.

**c. The proposed development is compatible with existing and proposed development in the vicinity;**

The proposed development will be compatible with the hotel, residential and public uses of the surrounding properties. The superior architectural design and a unified pedestrian and vehicular system will ensure visual compatibility with the existing and proposed surrounding uses.

**d. The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

The proposed development will create a diverse mix of land uses. A comprehensive vehicular and pedestrian system will unify the various uses and facilitate interaction between them. The proposed landscaping, signage, seating, sidewalks and architectural design of the buildings are intended to blend the various uses visually and functionally. A distinctive visual character and identity for the Center will be created with the use of quality architectural, landscape and design features. Therefore, the mix of uses and the arrangement and design of buildings and other improvements reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

**e. If the development is staged, each building phase is designed as a self-sufficient entity, while allowing for effective integration of subsequent phases;**

The retail and office component will be constructed prior to the residential component. The retail portion of the site, including the outdoor dining plaza, will be able to operate independently, until the residential street is completed.

**f. The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

A comprehensive vehicular and pedestrian system has been provided to encourage pedestrian activity within and to the development and unify the various uses and facilitate interaction between them.

**h. On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of**

**Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

The property was placed in the M-X-T Zone by a Sectional Map Amendment. The adequacy of transportation facilities is demonstrated in the Traffic Impact Analysis prepared by The Traffic Group, approved with the prior Conceptual Site Plan, the prior Detailed Site Plan and the Preliminary Plan of Subdivision. A trip comparison analysis of the proposed uses with the office use was included with the subject application. The transportation facilities adequacy is also discussed in Finding 12.h.

*Section 27-545 of the Prince George's County Zoning Ordinance contains the following procedure for utilizing the optional method of development in the M-X-T Zone:*

- (1) Under the optional method of development, greater densities shall be granted, in increments of up to a maximum floor area ratio of eight (8.0), for each of the uses, improvements, and amenities (listed in Subsection (b)) which are provided by the developer. The presence of these facilities and amenities is intended:**
  - (A) To make possible an environment capable of supporting greater density and intensity of development permitted;**
  - (B) To encourage a high degree of urban design;**
  - (C) To increase pedestrian-oriented activities and amenities; and**
  - (D) To provide uses which encourage a lively, twenty-four (24) hour cycle for the development.**

The applicant has provided a mix of uses that encourage a 24-hour cycle, high quality design, and a comprehensive pedestrian and vehicular system to meet the above requirements.

Section 27-545(b) provides the following bonus incentives for optional method of development:

- a. Open Arcade: Three additional square feet for each one square foot of open arcade provided.
- b. Enclosed pedestrian space: Four additional square feet for each one square foot of open enclosed pedestrian space provided.
- c. Theater: Four additional square feet for each one square foot of theatre provided.
- d. Residential use: Additional floor area equal to a floor area ratio (FAR) of 1 when 20 or more dwelling units are proposed.

- e. Rooftop activities: One additional square foot for each one square foot of landscaped roof top provided.
- f. Outdoor plaza: Eight additional square feet for each one square foot of outdoor plaza provided.

The previously approved Conceptual Site Plan for this site employed the optional method of development for the M-X-T Zone. The subject revision to the Conceptual Site Plan proposes to earn bonus incentives of additional floor area for providing residential uses and an outdoor plaza. The maximum floor area allowed without the use of the optional method of development is 780,225 square feet. The applicant is proposing a maximum of 1,084,000 square feet (293,775 additional square feet). The proposed square footage meets the requirements of the optional method of development.

8. **Conceptual Site Plan:** The conditions of the previous revision to the Conceptual Site Plan, SP-96049/01, as they relate to the subject application are discussed below:

1. **Prior to certification of the Conceptual Site Plan, the applicant shall ensure that the total development within the subject property shall be limited to 410,000 square feet of general office space and 402,000 square feet of retail space; or different uses generating no more than the number of peak hour trips (824 AM peak hour trips, 1,487 PM peak hour trips, and 1,680 Saturday peak hour trips) generated by the above development. This development shall be considered in phases for the purpose of staging transportation improvements in accordance with preliminary plan of subdivision 4-97121, and the required off-site transportation improvements shall be consistent with those which are identified in the resolution approving same. Phase I is defined to contain 150,000 square feet of general office space and 402,000 square feet of retail space; or different uses generating no more than the equivalent number of peak hour trips generated by the above development. Phase II shall include any development on the subject property beyond that identified above.**

The applicant has constructed 380,000 square feet of retail. The above approved office space will not be constructed. The applicant is amending the Conceptual Site Plan to add a residential component and reduce the office component. The above condition is being modified as follows to reflect the new uses:

The applicant shall ensure that the total development within the subject property shall be limited to 441,000 square feet of retail space, 30,000 square feet of office space, 500+ apartments and 25,000 square feet of live/work units; or different uses generating no more than the number of peak-hour trips (824 AM peak-hour trips, 1,487 PM peak-hour trips and 1,680 Saturday peak-hour trips) generated by the above development. This development shall be considered in phases for the purpose of staging transportation improvements in accordance with Preliminary Plan of Subdivision 4-97121 and the required off-site transportation improvements shall be consistent with those which are identified in the resolution approving the same. Phase I is defined to contain 402,000 square feet of retail space and Phase II is defined to contain 500+ apartment units,

25,000 square feet of live/work units, a 5,000 square foot clubhouse, 25,000-39,000 square feet of retail space and 10,000-30,000 square feet of office space; or different uses generating no more than the equivalent number of peak hour trips generated by the above development.

9. **Preliminary Plan:** Compliance with the Preliminary Plan is discussed in Finding 12.d.
10. **Landscape Manual:** The proposal is subject to the requirements of Section 4.2 (Commercial and Industrial Landscape Strip), Section 4.3 (Parking Requirements), and Section 4.7 (Buffering Incompatible Uses) of the *Landscape Manual*. Compliance with the *Landscape Manual* will be reviewed in detail at the Detailed Site Plan stage.
11. **Woodland Conservation Ordinance:** Compliance with the requirements of the Woodland Conservation Ordinance is discussed in detail in Finding 12.c.
12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are as follows:
  - a. In a memorandum dated April 2, 2004, the Community Planning Division stated that there are no master plan or General Plan issues related to this Conceptual Site Plan. The proposal is in conformance with the land use recommendation of the 1989 Approved Langley Park-College Park-Greenbelt Master Plan. The application is located in a Corridor in the Developing Tier. The vision for corridors is mixed residential and nonresidential uses at moderate intensities to high densities and intensities, with a strong emphasis on transit-oriented development. The master plan recommends a mixture of three land uses—office, employment, and retail—for this site. The master plan also states that a different mix of development could be accommodated, if a traffic study is accommodated and accepted by the State Highway Administration and the county staff and shows adequate levels of service.
  - b. In a memorandum dated April 12, 2004, the Department of Environmental Resources has stated that the proposal is consistent with approved stormwater concept plan #9256-2002. The stormwater management concept plan must be revised prior to the Detailed Site Plan.
  - c. In a memorandum dated April 28, 2004, the Environmental Planning Section has stated that there are no environmental features on the property with the exception of 100-year floodplain. The floodplain is located in Phase I. There are no scenic or historic roads in the vicinity of the site. The property is in the Little Paint Branch watershed of the Anacostia River basin and in the Developing Tier of the 2002 adopted General Plan. A Type I Tree Conservation Plan, TCPI/44/96-01, was reviewed and conditions of approval have been added for minor revisions. The woodland conservation requirement for this site was met with a fee-in-lieu of 6.24 acres, 3.36 acres of on-site reforestation and 2.88 acres of off-site credits. A stormwater management concept plan has been submitted. Since I-95/495 is a traffic noise generator, traffic noise impacts are anticipated and regulated for this type of use. Conditions of approval have been added to provide noise mitigation measures at the time of the review of the Type II Tree Conservation Plan.

- d. In a memorandum dated April 20, 2004, the Subdivision Section has stated that the property is the subject of Record Plat REP 198@01. The subject Conceptual Site Plan would require a lot line adjustment plat prior to building permit approval. There are no specific conditions in the approved Preliminary Plan 4-97121, relating to this stage of development. Conditions of approval of the Preliminary Plan impose a maximum trip cap. If the applicant proposes development that exceeds the approved trip cap, a new Preliminary Plan will be required. Compliance with the trip cap condition is addressed in Finding 12.h.
- e. In a memorandum dated April 2, 2004, the State Highway Administration stated that they have no objection to the Conceptual Site Plan approval for future locations of on-site improvements. However, the State Highway Administration would like to comment further on the various transportation improvements required by the previous conditions of approval.
- f. In a memorandum dated May 10, 2004, the Historic Preservation and Public Facilities Planning Section has stated that the subject Conceptual Site Plan application includes the site of the Brown's Tavern (Historic Site #66-1). The proposal does not effectively integrate the Historic Site within the proposed plan. The section has recommended various design options for enhancing the character of the historic site and integrating it into the overall plan. Conditions of approval have been added to explore the various design options at the Detailed Site Plan stage.
- g. A referral was sent to the City of College Park. In a letter dated June 2, 2004 (Schum to Hewlett), the City recommended approval of the application with three conditions.
- h. In a memorandum dated May 24, 2004, the Transportation Planning Section provided the following comments:

“The Transportation Planning Section has reviewed the Conceptual Site Plan application referenced above. The subject property consists of approximately 44.78 acres of land in the M-X-T Zone. The property is located on the west side of US 1 north and south of its intersection with Yuma Street. A portion of the property is already developed with 371,256 square feet of retail space. The applicant proposes to develop the remainder of the property with a mix of office, retail, and residential uses.

“The adequacy of transportation facilities is potentially an issue in the review of the Conceptual Site Plan for this site. Specifically, the subject property was placed in the M-X-T Zone by means of a Sectional Map Amendment. In this circumstance, the transportation staff is required to find that:

““transportation facilities which are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program,

or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.’ (Sec. 27-546(d)(8))

“The applicant prepared a traffic impact study dated December 1997, prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The Transportation Planning Section reviewed the study as a part of its review of the preliminary plan for this site, and the findings and recommendations that were made were based upon a review of all relevant materials available at that time.

“By way of traffic memoranda from the applicant dated April 13, 2004, and April 26, 2004, the applicant has addressed the outstanding transportation conditions associated with the site, as well as conformance to the trip cap on which the original conceptual and preliminary plans were based. The April 13 item was referred to the State Highway Administration (SHA) for comment, as the improvements are all along state highways, and comments are attached.

#### “Review Comments

“During the original scoping of the traffic analysis in 1996, there was considerable discussion between the staff and the applicant's consultant over the inclusion of two intersections to the south of the Capital Beltway. Due to the size of the impact of the entire project on these intersections, staff believed that these intersections needed to be analyzed as a part of an adequacy finding for this application. In the end, it was agreed to analyze these intersections within the context of a staged development. The initial phase of the project that was agreed upon in 1996, involving 75,000 square feet of general office space, 402,000 square feet of retail space and a 6-room hotel, was analyzed using the intersections along US 1 between the Capital Beltway and Sunnyside Avenue. The second phase, involving the remaining 335,000 square feet of general office space, was assumed to occur beyond six years, and was analyzed using the full study area, including the two critical intersections south of the Capital Beltway.

“The conceptual plan is acceptable from the standpoint of layout, access, and circulation. There are several transportation-related conditions associated with the past approvals. Review of these issues has been the bulk of the transportation staff's review for this site, and the comments are summarized below:

“CSP-96049:

“Condition 1: This condition establishes the trip cap which has been the basis for the transportation adequacy review which was done at the time of subdivision, along with all plan reviews since that time. The following must be noted:

“a. At the time that the IKEA store was considered, 403,000 square feet of retail space under the trip cap was subsumed by that building, and the current north portion of the site was assigned the remaining 410,000 square feet of office space. Therefore, the trip cap for the new uses being considered by this plan

would correspond to 410,000 square feet of office.

- “b. The following new uses are proposed:
- 10,050 square feet of restaurant space
  - 3,800 square feet drive-in bank
  - 25,150 square feet retail
  - 30,478 square feet office
  - 506 apartment units
- “c. The apartments would generate 263 AM and 304 PM peak-hour trips. The office space would generate 61 AM and 56 PM peak-hour trips.
- “d. The retail, bank, and restaurant uses would generate 232 AM and 586 PM peak-hour trips. It is generally recognized, and reflected in the Planning Board’s guidelines, that many trips to such uses are actually passing the site and would be on the adjacent roadway whether the use was there or not. These types of trips are termed ‘pass-by’ trips, and it is assumed that 40 percent of the trips in this case are pass-by trips (although many convenience-type uses would be expected to be even higher). Discounting total trips to reflect pass-by trips, the retail, bank, and restaurant uses would generate 140 AM and 352 PM peak-hour trips.
- “e. The total trip generation by the current proposal would be 464 AM and 712 AM peak-hour trips.
- “f. The trip cap for the subject site corresponding to 410,000 square feet of office space was 820 AM and 759 PM peak-hour trips. Therefore, the site is within the established trip cap for the site.

“Condition 2: This condition requires that a revised traffic study be done at the time of preliminary plan. This was done.

“Conditions 3 and 4: These conditions relate to off-site transportation improvements and will be addressed further under the preliminary plan discussion.

“Condition 5: This condition required that the preliminary plan address the status of Yuma Street adjacent to and within the subject property, as well as access to adjacent uses that would be virtually surrounded by development on the site. This was done at the time of preliminary plan, and the access plan for the overall site works quite well as constructed to date.

“Preliminary Plan of Subdivision 4-97121:

“Condition 15: See Condition 1 of the CSP.

“Condition 16: This condition established a set of off-site transportation improvements associated with Phase I of the project. Phase I was developed as the IKEA store which currently exists, and all transportation improvements associated with this condition have been constructed.

“Condition 17: This condition established a site of off-site transportation improvements associated with Phase II of this project, which was originally assumed to be 410,000 square feet of office space and now encompasses the current proposal. There have been changes in the area since the original set of improvements was established, and the required improvements need modification, as discussed further below:

“17a: This condition requires an additional northbound through lane at the US 1/Sunnyside Avenue intersection. It has been determined by the applicant that the intersection currently operates at Level-of-Service (LOS) D in both peak hours. SHA does concur with the deletion of this improvement. Furthermore, discussions with SHA officials indicate that, due to the presence of multiple driveways to the north of the intersection, tapering a third lane back to two lanes would pose a safety issue. Therefore, the applicant proposes deleting Condition 17a, and the information provided justifies this change.

“17b: This condition requires improvements at the US 1/Edgewood Road intersection. The improvements have been implemented, or were determined to be otherwise unneeded due to other improvements completed within the I-95/I-495/US 1 interchange. Therefore, there is no need to carry forward this condition.

“17c: This condition requires improvements at the US 1/Cherry Hill Road intersection. The improvements listed as 17c(1) and 17c(2) have been implemented. That leaves condition 17c(3), which requires provision of a second northbound left-turn lane along US 1. This improvement has been the subject of considerable interest, and the major findings are summarized below:

- “1. Implementation of the dual left-turn lanes would require the acquisition of right-of-way on the east side of US 1.
- “2. SHA has had extended discussions with the landowner in an attempt to acquire access controls and right-of-way over a number of years, and these discussions have not been fruitful.
- “3. This applicant is willing to fund the improvement, and has prepared road construction plans and a detailed cost estimate as a good faith effort to reinstate the right-of-way acquisition process. The estimated cost is \$1,383,853 for the improvements, per a cost estimate dated April 16, 2004.
- “4. If the needed right-of-way and temporary construction easements cannot be obtained, the applicant proposes to pay the full cost of the improvement to the county as a fee-in-lieu.

- “5. SHA has reviewed this proposal and the cost, and agrees to this. Therefore, Parts (1) and (2) of the condition need not be carried forward. Part (3) should remain, with a provision to allow the payment of the full cost of the improvement as a fee-in-lieu to Prince George’s County.

“17d: This condition currently requires the provision of three through lanes northbound and southbound through the I-95/I-495/US 1 interchange. Also, it requires that the loop ramp in the southeast quadrant of the interchange be replaced by a slip ramp from the eastbound-to-southbound ramp in the southwest quadrant. During the first phase, however, SHA, in discussions with the Federal Highway Administration (FHWA), determined that it was desirable to retain the existing loop ramp and widen it. Furthermore, FHWA determined that the traffic volumes did not warrant an additional through lane through the interchange; rather, modifications to the interchange have been designed to provide dedicated approach lanes to the loop ramps in the southwest and northeast quadrants. The applicant proposes to widen the loop ramp in the southeast quadrant of the interchange, and SHA agrees with this proposal. Therefore, the condition should be modified to reflect this change.

“The transportation staff has no further comments on the plans submitted. In consideration of the above findings, therefore, the transportation staff finds that the subject application does indeed conform to the approved subdivision plan. Furthermore, from the standpoint of transportation the current proposal is generally consistent with the approved Conceptual Site Plan. In support of this determination, the following condition, covering the needed Phase II improvements for the development, is recommended:

- “1. “Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:
- “a. US 1 at Cherry Hill Road: Provide a second left-turn lane from northbound US 1 onto westbound Cherry Hill Road. In the event that SHA ascertains that the right-of-way or construction easements needed for the implementation of this improvement cannot be obtained, the applicant will be allowed to pay the full cost of this improvement as a fee-in-lieu to Prince George’s County. The amount of the payment will be based upon construction plans and a cost estimate prepared by the applicant and approved by SHA, and will be subject to an inflation factor if the cost estimate is more than one year old at the time of payment. The payment shall be made as a lump sum to the County prior to issuance of building permits.
  - “b. I-95/US 1 Interchange: Widen the loop ramp from southbound I-95/I-495 to northbound US 1 to provide two lanes on the ramp. This

improvement shall be designed in accordance with SHA standards, and shall include any signage or pavement markings deemed necessary by SHA at that location.

“These improvements shall be designed to SHA/County standards as applicable. These improvements may be modified as required by the Federal Highway Administration or the State Highway Administration for any permits associated with modifications to the I-95/US 1 interchange. Any modifications shall provide equivalent service levels.”

- i. In another memorandum dated May 26, 2004, the Transportation Planning Section made the following additional comments:

“The Transportation Planning Division has reviewed the conceptual site plan application referenced above. The subject property consists of approximately 44.78 acres of land in the M-X-T zone. The property is located on the west side of US 1 north and south of its intersection with Yuma Street. A portion of the property is already developed with 371,256 square feet of retail space. The applicant proposes to develop the remainder of the property with a mix of office, retail, and residential uses.

“This memorandum is provided as an addendum to the May 24 memorandum.

“As noted in the previous memorandum, the adequacy of transportation facilities is potentially an issue in the review of the conceptual site plan for this site. This memorandum provides clarification that transportation facilities are indeed adequate with the changes being requested. Specifically, the following must be noted:

- “1. The proposal, combined with the existing development on the site, is consistent with the cap that was established under the original CSP-96049 and 4-97121 applications. A finding of adequacy was made for the site during the approval of both applications. Consequently, there is a presumption that the original finding of adequacy is still valid, given no changes in the general transportation network that would invalidate the previous findings, and given that the subject property at the original density has been assumed as background development for all proposals that have been reviewed since.
- “2. A new comprehensive traffic study was not done for this case for the reason cited above.
- “3. The applicant has provided documentation that the US 1/Sunnyside Avenue intersection operates at level-of-service (LOS) B, with a critical lane volume (CLV) of 1,067 during the AM peak hour without the additional northbound through lane. Similarly, it operates at LOS D with a CLV of 1,400 during the PM peak hour. For that reason, it was recommended that the condition for the additional northbound through lane at this location be dropped.

“4 The applicant has not proposed deletion of the second northbound left-turn lane at the US 1/Cherry Hill Road intersection, but has rather offered to provide the full cost of the improvement as a fee-in-lieu if the right-of-way cannot be made available as an option to implementation. This improvement was deemed to provide adequacy in review of the previous cases. It should be noted that with the second northbound left-turn lane in place, the intersection would operate at LOS C with a CLV of 1,154 during the AM peak hour, and LOS E with a CLV of 1,565 during the PM peak hour. It should be noted that although the subject property is within the developing tier, this intersection is within the developed tier.

“Therefore, in addition to the findings provided in the previous memorandum, it is determined that the proposed changes to the transportation conditions are either consistent with the previous finding of transportation adequacy or provide adequacy in accordance with Sec. 27-546(d)(8).

“The condition recommended in the May 24, 2004, memorandum should remain.”

In a supplemental memorandum dated June 9, 2004, the Transportation Planning Section provided the following additional information:

“The adequacy of transportation facilities is potentially an issue in the review of the conceptual site plan for this site. Specifically, the subject property was placed in the M-X-T zone by means of a Sectional Map Amendment. In this circumstance, the transportation staff is required to find that:

‘transportation facilities which are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development.’ (Sec. 27-546(d)(8))

The applicant prepared a traffic impact study dated December 1997, and prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The Transportation Planning Section reviewed the study as a part of its review of the preliminary plan for this site, and the findings and recommendations that were made at that time were based upon a review of all relevant materials available at that time.

“By way of traffic memoranda from the applicant dated April 13, 2004 and April 26, 2004, the applicant has addressed the outstanding transportation conditions associated with the site as well as conformance to the trip cap on which the original conceptual and preliminary plans were based.

“This memorandum is written primarily to support the applicant’s request for the

reconsideration of Condition 17 in the resolution approving Preliminary Plan of Subdivision 4-97121. Secondly, it is written to supplement the record for the Conceptual Site Plan. There is little additional information in this memorandum beyond the past two memoranda. However, it is provided to ensure that the conditions on the conceptual plan, along with the reconsidered preliminary plan, are identical.

#### **“Review Comments**

“It is noted here that compliance with the original CSP-96049 has been discussed at length in two prior memoranda. The information in this memorandum pertains to Condition 4 in the conceptual plan resolution, which relates to off-site transportation improvements for the subject property. This is reviewed as Condition 17 in the preliminary plan and discussed below:

“Preliminary Plan of Subdivision 4-97121:

“Condition 17: This condition established a site of off-site transportation improvements associated with Phase II of this project, which was originally assumed to be 410,000 square feet of office space and now encompasses the current proposal. There have been changes in the area since the original set of improvements was established, and the required improvements need modification, as discussed further below:

“17a: This condition requires an additional northbound through lane at the US 1/Sunnyside Avenue intersection. It has been determined by the applicant that the intersection currently operates at Level-of-Service (LOS) D in both peak hours. SHA does concur with the deletion of this improvement. Furthermore, discussions with SHA officials indicate that, due to the presence of multiple driveways to the north of the intersection, tapering a third lane back to two lanes would pose a safety issue. Therefore, the applicant proposes deleting Condition 17a, and the information provided justifies this change.

“17b: This condition requires improvements at the US 1/Edgewood Road intersection. The improvement listed as 17c(3) has been implemented. The other improvements require further discussion:

- “1. Condition 17c(2) was originally required in order to support the slip ramp configuration that have served traffic turning north onto US 1 from the inner loop of the Capital Beltway. This slip ramp is proposed to be replaced in favor of widening the existing loop ramp that accommodates this movement. This condition would have actually included a fourth through lane northbound at Edgewood, and this is not needed under the planned configuration.
- “2. Condition 17c(1) requires a third southbound through lane at Edgewood Road. Per SHA comments, this will be retained but will be written into the overall improvements for the I-95/I-495/US 1 interchange. SHA currently believes that this improvement will reduce the queues on southbound US 1; furthermore, there are already three southbound through lanes south of Edgewood Road to act as

receiving lanes.

“17c: This condition requires improvements at the US 1/Cherry Hill Road intersection. The improvements listed as 17c(1) and 17c(2) have been implemented. That leaves condition 17c(3), which requires provision of a second northbound left-turn lane along US 1. This improvement has been the subject of considerable interest, and the major findings are summarized below:

- “1. Implementation of the dual left-turn lanes would require the acquisition of right-of-way on the east side of US 1.
- “2. SHA has had extended discussions with the landowner in an attempt to acquire access controls and right-of-way over a number of years, and these discussions have not been fruitful.
- “3. This applicant is willing to fund the improvement, and has prepared road construction plans and a detailed cost estimate as a good faith effort to reinstate the right-of-way acquisition process. The estimated cost is \$1,383,853 for the improvements, per a cost estimate dated April 16, 2004. The applicant has proffered \$1.85 million in order to cover the full cost of the construction of the improvements, right-of-way acquisition, and other streetscape improvements.
- “4. If the needed right-of-way and temporary construction easements cannot be obtained, the applicant proposes to pay the full cost of the improvement to the County as a fee-in-lieu.
- “5. SHA has reviewed this proposal and the cost, and agrees to this.

“Therefore, parts (1) and (2) of the condition need not be carried forward. Part (3) should remain, with a provision to allow the payment of the full cost of the improvement as a fee-in-lieu to Prince George’s County. It is currently anticipated that these funds will be deposited into a supplemental capital improvement project that will be introduced for purpose of relieving congestion along the US 1 corridor in the vicinity of the project.

“17d: This condition currently requires the provision of three through lanes northbound and southbound through the I-95/I-495/US 1 interchange. Also, it requires that the loop ramp in the southeast quadrant of the interchange be replaced by a slip ramp from the eastbound-to-southbound ramp in the southwest quadrant. During the first phase, however, SHA, in discussions with the Federal Highway Administration (FHWA), determined that it was desirable to retain the existing loop ramp and widen it. Furthermore, FHWA determined that the traffic volumes did not warrant an additional through lane through the interchange; rather, modifications to the interchange have been designed to provide dedicated approach lanes to the loop ramps in the southwest and northeast quadrants. The applicant proposes to widen the loop ramp in the southeast quadrant of the interchange, and SHA agrees with this proposal. Therefore, the condition should be modified to reflect this change.

“Therefore, in addition to the findings provided in the previous memorandum, it is determined that the proposed changes to the transportation conditions are either

consistent with the previous finding of transportation adequacy or provide adequacy in accordance with Sec. 27-546(d)(8) and Sec. 24-124. The following condition is proposed as a replacement to Condition 17 of the resolution for preliminary plan 4-97121. The following condition, with a modification to the lead-in paragraph to recognize that the current plan covers Phase II, should also be made a condition of approval for CSP-96049/02:

“17. Prior to the issuance of any building permits within the subject property under Phase II, as defined in Condition 1 above, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:

“a. *I-95/US 1 Interchange:*

- “1. Eliminate the island that separates the southbound US 1 traffic between the inner and outer loop (including overhead sign modifications) in order to provide a dedicated right-turn lane to the loop ramp in the southwest quadrant.
- “2. Realign and widen the loop ramp from southbound I-95/I-495 to northbound US 1 to provide two lanes on the ramp as a T-intersection. This improvement shall be designed for one-lane operation in accordance with SHA standards, and shall include appropriate signalization and any signage or pavement markings deemed necessary by SHA at the location, with conversion to the signalized intersection at such time as two lanes become operational.
- “3. Provide three lanes along US 1 northbound to provide a dedicated right-turn lane to the loop ramp in the northeast quadrant of the interchange.
- “4. Widen southbound US 1 to provide a third through lane, approximately 250 feet in length, between the loop ramp in the southwest quadrant and Edgewood Road. There are already three southbound through lanes along US 1 south of Edgewood Road to receive the additional through lane.

“b. *US 1 at Cherry Hill Road:* Provide a second left-turn lane from northbound US 1 onto westbound Cherry Hill Road. In the event that SHA ascertains that the right-of-way or construction easements needed for the implementation of this improvement cannot be obtained, the applicant shall participate in providing improvements to the intersection by contributing the full cost of this improvement, including right-of-way, as a fee-in-lieu to Prince George’s County. The total amount of the fee-in-lieu payment shall be in the amount of \$1,850,000. The payment shall be made as a lump sum to the County prior to

issuance of building permits and, together with the construction of the improvements set forth herein, shall constitute the applicant's entire obligation toward road improvements necessary for development of the subject property."

In light of additional evidence presented at the Planning Board hearing, some minor modifications were made to the required transportation improvements, as reflected in Condition 9 below.

- j. In a memorandum dated May 12, 2004, the Transportation Planning Section (trails coordinator) has stated that discussions are underway between the Department of Parks and Recreation, the Planning Department, the Beltsville Agricultural Research Center, the community, and IKEA regarding a possible extension of the existing Paint Branch Stream Valley Trail under the Capital Beltway, along the Little Paint Branch, and to the existing Little Paint Branch Stream Valley Trail north of Sellman Road. The applicant should provide a public use easement for a trail connection from the possible future extension of the Paint Branch Stream Valley Trail onto the subject site. The exact location of this easement will be determined at the time of the Detailed Site Plan and should be at a location agreeable to the Department of Parks and Recreation, the Planning Department and the applicant.
- k. In a memorandum dated May 26, 2004, the Department of Parks and Recreation has stated that national and state standards for the provision of parkland call for the provision of 15 acres of local parkland for every 1,000 residents. The standards also recommend an additional 20 acres of regional parkland for every 1,000 residents. Only 11 acres of parkland per 1,000 residents are currently available in the Beltsville community. By applying these standards, staff has concluded that a minimum of 15 acres of additional local parkland should be provided to serve the anticipated population of the new development.

The applicant proposes to construct a 5,000-square-foot club house and outdoor plazas in the project area. No information about the type of recreation amenities to be provided in the club house or plazas has been provided. DPR staff believes that the clubhouse should not be considered a recreational facility. In their experience such facilities are typically provided for marketing purposes and serve as meeting or party rooms and are limited to the members only. The recreational value of the outdoor plaza cannot be determined at this time since its size and location are not specified.

The Department has recommended conditions of approval for developing a mutually acceptable recreational package. Conditions of approval have been added to require the same.

- 13. As required by Section 27-276(b) of the Zoning Ordinance, the subject Conceptual Site Plan SP-96049/02 is found to represent a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Subtitle 27 of the Prince George's County Code, the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission adopted the findings contained herein and APPROVED the Type I Tree Conservation Plan (TCPI/44/96-01), and further APPROVED Conceptual Site Plan CSP-96049/02 for the above-described land, subject to the following conditions:

1. The applicant shall ensure that the total development within the subject property shall be limited to 441,000 square feet of retail space, 30,000 square feet of office space, 500+ apartments and 25,000 square feet of live/work units; or different uses generating no more than the number of peak hour-trips (824 AM peak-hour trips, 1,487 PM peak-hour trips, and 1,680 Saturday peak-hour trips) generated by the above development. This development shall be considered in phases for the purpose of staging transportation improvements in accordance with Preliminary Plan of Subdivision 4-97121, and the required off-site transportation improvements shall be consistent with those which are identified in the resolution approving the same. Phase I is defined to contain 402,000 square feet of retail space, and Phase II is defined to contain 500+ apartment units, 25,000 square feet of live/work units, a 5,000 square foot clubhouse, 25,000–39,000 square feet of retail space, and 10,000–30,000 square feet of office space; or different uses generating no more than the equivalent number of peak-hour trips generated by the above development.
2. Prior to certification of the Conceptual Site Plan:
  - a. The TCPI/44/96-01 shall be revised to show the following:
    - (1) Proposed building footprint locations, parking lots and easements in the new design for Phase II.
    - (2) Revisions signed and dated by a qualified professional.
    - (3) The 65 dBA Ldn noise contour from I-95/495.
  - b. The applicant shall submit a copy of the approved/proposed Stormwater Management Concept Plan for Phase II.
3. The following information shall be included in the Detailed Site Plan application:
  - a. A color and material board for the various buildings and pedestrian treatments.
  - b. Detailed information on the architectural/landscape treatments for the internal courtyards, pedestrian areas and plazas.
  - c. Design alternatives/details that increase the visual interest of the large expanse of brick piers and hedges along US 1.
  - d. Information on design details, colors and materials of the proposed monument sign.

- e. Landscape/design treatments for the driveway between the multifamily residential development and the live/work units to reduce the appearance of an “alley.”
- f. Detailed information on the recreational facilities for the multifamily development.
- g. Detailed information on the type of residential units proposed (one bedroom, two bedroom, three bedroom).
- h. Location of the proposed bus stop, pedestrian connections and crosswalks.
- i. Detailed information on emergency fire access to the rear of the residential portion of the site.
- j. At the time of Detailed Site Plan, a written summary shall be provided explaining the consideration given and the action taken regarding each of the following:
  - (1) Providing direct pedestrian access from US 1 and IKEA Centre Drive to the retail development.
  - (2) Providing a vertical element at the corner of US 1 and IKEA Centre Drive.
  - (3) Limiting the use of split-face block on the retail to the base only.
  - (4) Ensuring that retail buildings have a minimum window area of 40 percent along a street.
  - (5) Providing an on-site bus stop with shelter.
  - (6) Developing a Traffic Demand Management Strategy that includes, but is not limited to, initiating or contributing to new shuttle service on US 1 and utilizing existing shuttle services such as Shuttle UM, TheBUS, CTC, in order to further lower vehicular trips.
  - (7) Screening all parking from the street with a landscape hedge.
  - (8) Identifying Brown’s Tavern Commemorative Park as a city-owned property and providing appropriate integration and access to this facility from the proposed development.
  - (9) Seeking an agreement with the University of Maryland (UM) that prohibits UM students and staff residing in the project from obtaining on-campus parking permits.
  - (10) Providing a recreational area with play equipment for children.

4. Prior to submission of the first Detailed Site Plan, the applicant shall meet with staff of the Historic Preservation Section for the purpose of discussing options to enhance the character of the site of Brown's Tavern and to integrate it more successfully into the overall plan. Possible options shall include those below and other creative treatments that would achieve the same objectives:
  - a. The parking area adjacent to the historic site deleted.
  - b. Retail pad site to the north relocated to provide for additional open space between the pad site, its parking and the Historic Site.
  - c. A landscape plan for the open space adjacent to the Historic Site.

5. Prior to submission of the first Detailed Site Plan, the applicant shall meet with the Department of Parks and Recreation staff to develop a mutually acceptable package of outdoor recreational facilities and/or fees to provide for the future recreational needs of residents of the proposed community. The minimum value of outdoor recreational facilities to be provided shall be based on the following formula:

**Step 1:**  $(N \times P) / 500 = M$

**Step 2:**  $M \times S = \text{Value of facilities}$

Where:

**N** = Number of units in project

**P** = Population per dwelling unit by Planning Area

**M** = Multiplier

**S** = Standard value of facilities for population of 500

Additional facilities or a fee shall be provided to meet the needs of residents for facilities that cannot be provided on-site, such as trails or ball fields. The applicant shall specify the total number of proposed dwelling units in the residential portion of the planned development.

6. During the review of the Detailed Site Plan and TCPII, the plan shall show how outdoor activity areas are protected from noise levels above the state standard of 65 dBA Ldn.
7. Prior to approval of grading permits for Phase II, evidence that the woodland conservation fee-in-lieu has been paid shall be provided.
8. Prior to the approval of building permits, a certification by a professional engineer with competency in acoustical analysis shall be placed on the building permits stating that building shells of structures within prescribed noise corridors have been designed to reduce interior noise levels to 45 dBA (Ldn) or less.
9. Prior to the issuance of any building or (as related to Condition 17a(2) only) use and occupancy permits within the subject property under Phase II, as defined in Condition 1 above, the following road improvements shall (a) have full financial assurances, (b) have been permitted for

construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:

- a. *I-95/US 1 Interchange:*
    - (1) Eliminate the island that separates the southbound US 1 traffic between the inner and outer loop (including overhead sign modifications) in order to provide a dedicated right-turn lane to the loop ramp in the southwest quadrant.
    - (2) Realign and widen the loop ramp from southbound I-95/I-495 to northbound US 1 to provide two lanes on the ramp as a T-intersection. This improvement shall be designed for one-lane operation in accordance with SHA standards and shall include appropriate signalization and any signage or pavement markings if deemed necessary by SHA. At such time as two lanes become operational on this ramp, funds for the construction of the traffic signal shall be available in the proposed capital improvement project and the signal shall be constructed by others.
    - (3) Provide three lanes along US 1 northbound to provide a dedicated right-turn lane to the loop ramp in the northeast quadrant of the interchange.
    - (4) Widen southbound US 1 to provide a third through lane, approximately 250 feet in length, between the loop ramp in the southwest quadrant and Edgewood Road. There are already three southbound through lanes along US 1 south of Edgewood Road to receive the additional through lane.
  - b. *US 1 at Cherry Hill Road:* Provide a second left-turn lane from northbound US 1 onto westbound Cherry Hill Road. In the event that SHA ascertains that the right-of-way or construction easements needed for the implementation of this improvement cannot be obtained, the applicant shall participate in providing improvements to the intersection by contributing the full cost of this improvement, including right-of-way, as a fee-in-lieu to Prince George's County.
  - c. The total amount of the fee-in-lieu payment to establish the proposed capital improvement project shall be in the amount of \$1,850,000. The payment shall be made as a lump sum to the county prior to issuance of building permits to satisfy the traffic signal portion of Condition 9a(2), Condition 9a(4), and Condition 9b, and, together with the construction of the improvements set forth in Conditions 9a(1), 9a(2), and 9a(3) herein, shall constitute the applicant's entire obligation toward road improvements necessary for development of the subject property. In the event SHA determines that the improvement in 9a(4) is necessary and desirable, the applicant shall construct the improvement with a concomitant reduction in the fee-in-lieu payment.
10. The applicant shall enter into an agreement with the City of College Park to provide funding for landscaping in the US 1 median within the limits of the frontage of the subject property, as

deemed appropriate by the State Highway Administration, not to exceed \$55,000.

BE IT FURTHER RESOLVED, that an appeal of the Planning Board=s action must be filed with the District Council of Prince George=s County within thirty (30) days following the final notice of the Planning Board=s decision.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Squire, seconded by Commissioner Harley, with Commissioners Squire, Harley, Vaughns, Eley and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, June 17, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 8<sup>th</sup> day of July 2004.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:SA:meg

A M E N D E D R E S O L U T I O N

WHEREAS, HMH Realty Company, Inc., et al. is the owner of a 45.50-acre parcel of land known as Gateway Park (Lots 1-4 and Outlot A), said property being in the 1st Election District of Prince George's County, Maryland, and being zoned M-X-T; and

WHEREAS, on December 8, 1997, Federal Realty Investment Trust filed an application for approval of a Preliminary Subdivision Plat (Staff Exhibit #1) for four lots and one outlot; and

WHEREAS, the application for approval of the aforesaid Preliminary Subdivision Plat, also known as Preliminary Plat 4-97121, was presented to the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission by the staff of the Commission on February 5, 1998, for its review and action in accordance with Article 28, Section 7-116, Annotated Code of Maryland and the Regulations for the Subdivision of Land, Subtitle 24, Prince George's County Code; and

WHEREAS, the staff of The Maryland-National Capital Park and Planning Commission recommended APPROVAL of the application with conditions; and

WHEREAS, on February 5, 1998, the Prince George's County Planning Board heard testimony and received evidence submitted for the record on the aforesaid application; and

\*WHEREAS, this Preliminary Plan was approved by the Planning Board February 5, 1998 and Final Plats have been recorded; and

WHEREAS, by letter dated April 30, 2004, Richard Reed, attorney for the property owner, requested a reconsideration of Condition 17, which required certain improvements to the US 1 Corridor; and

WHEREAS, on May 27, 2004, the Planning Board approved the applicant's request of Reconsideration of Condition 17 on the basis of "other good cause," noting that the State Highway Administration now seeks alternative road improvements than those required by the condition; and

WHEREAS, the Planning Board heard testimony from the applicant, staff and the City of College Park on June 17, 2004; and

WHEREAS, the Planning Board agreed that the original Condition 17 should be amended given the State Highway Administration's desire for different road improvements.

\*Denotes Amendment

Underlining indicates new language

[Brackets} indicate deleted language

NOW, THEREFORE, BE IT RESOLVED, that pursuant to the provisions of Subtitle 24, Prince George's County Code, the Prince George's County Planning Board GRANTED Variation Request to Section 24-130(b)(6) and (7) and APPROVED the Type I Tree Conservation Plan, and further APPROVED Preliminary Plat of Subdivision 4-97121 with the following conditions:

1. Development of this subdivision shall be in accordance with the approved Stormwater Management Concept Plan #968007110.
2. Prior to issuance of grading permits, the applicant, his heirs, successors and/or assigns, shall obtain all necessary joint State/Federal permits for impacts to wetlands and waters of the US on this site.
3. Development of this subdivision shall be in compliance with the approved Type I Tree Conservation Plan (TCP I/44/96). The following note shall be placed on the Final Plat:

A Development is subject to restrictions shown on the approved Type I Tree Conservation Plan (TCPI/44/96), or as modified by the Type II Tree Conservation Plan, and precludes any disturbance or installation of any structure within specific areas. Failure to comply will mean a violation of an approved Tree Conservation Plan and will make the owner subject to mitigation under the Woodland Conservation/Tree Preservation Policy and Subtitle 25.@
4. A Type II Tree Conservation Plan shall be approved for this site in conjunction with a Detailed Site Plan.
5. The Type II Tree Conservation Plan shall specifically identify the type and location of all off-site mitigation areas. Prior to Grading Permit issuance, the applicant shall submit an easement or protective agreement acceptable to Natural Resources Division for off-site tree conservation in accordance with the policies and procedures set forth by the Natural Resources Division.
6. At the time of Final Plat approval, the applicant, his heirs, successors and/or assigns, shall establish floodplain easements for the subject property consistent with approval from the Department of Environmental Resources, Watershed Protection Branch.
7. All existing or abandoned wells and septic systems must be located on the preliminary plat by the applicant prior to signature approval.
8. Any abandoned wells found within the confines of the property shall be backfilled and sealed in accordance with Code of Maryland Regulations 26.04.04 by a licensed well driller or witnessed by a representative of the Health Department prior to final plat approval.
9. Any abandoned septic tank(s) must be pumped out by a licensed scavenger and either removed or backfilled in place prior to razing of any buildings and prior to final plat

approval. Any disruption of the drainfields during grading will require liming of the area and disposal of dug-up gravel and piping in one of the County landfills.

10. All existing structures and their status must be indicated on the preliminary plat by the applicant prior to signature approval.
11. The applicant, his heirs, successors and/or assigns shall obtain a raze permit from the Department of Environmental Resources prior to the removal of any structures on the subject property. Any hazardous materials such as paint thinners, gasoline, pesticides, herbicides, and asbestos located in any of the structures on site must be removed and properly stored or discarded prior to razing.
12. Prior to signature of the preliminary plat, the applicant, his heirs, successors and/or assigns shall provide the Health Department, Division of Environmental Health, with a copy of either a laboratory report indicating that the 55-gallon drums found on the property do not contain hazardous substances or a manifest specifying the method of disposal of these substances.
13. Prior to the issuance of any grading permits, except those necessary to address this problem, those areas where soils have been found to be contaminated with total petroleum hydrocarbons shall be removed, and the site shall be verified as clean by a competent environmental consulting company through a soils analysis approved by the Health Department.
14. Vehicular ingress/egress for Lots 1, 2, 3 and Outlot A shall be established either:
  - a. By easements recorded in the Land Records and noted by their Liber and Folio number on the Final Plat of Subdivision; or
  - b. By easements created by the Final Plat of Subdivision.

In either case, the Final Plat of Subdivision shall reflect that the use of an easement is pursuant to Section 24-128(b)(9) of the Subdivision Regulations.
15. Total development within the subject property shall be limited to a 6-room hotel, 410,000 square feet of general office space, and 402,000 square feet of retail space; or different uses generating no more than the number of peak hour trips (824 AM peak hour trips, 1,487 PM peak hour trips, and 1,680 Saturday peak hour trips) generated by the above development. This development shall be considered in phases at the time of Detailed Site Plan, with any development exceeding the levels analyzed under Phase I required to consider transportation adequacy at the US 1/Edgewood Road and the US 1/Cherry Hill Road intersection. Phase I is defined to contain a 6-room hotel, 75,000 square feet of general office space, and 402,000 square feet of retail space; or different uses generating no more than the number of peak hour trips (154 AM peak hour trips, 867 PM peak hour trips, and 1,543 Saturday peak hour trips) generated by the above development. Phase II

shall include any development on the subject property beyond that identified above. Slightly different phasing may be considered and approved at the time of Detailed Site Plan, but in no event shall Phase I be assumed to contain more than 150,000 square feet of general office space.

16. Prior to the issuance of any building permits within the subject property, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:

a. US 1 between the NB I-95 on-ramp and Sunnyside Avenue:

Provide the widening of US 1 to the ultimate six-lane section with a raised median within this segment as required by the SHA, with the appropriate transition at the north end of the segment to the existing four-lane section. This would include:

- \$ Providing northbound double left-turn and southbound single left-turn lanes along US 1 at Yuma Street, with two receiving lanes along westbound Yuma Street leaving the intersection.
- \$ Providing eastbound triple left-turn lanes and double right-turn lanes along Yuma Street at US 1.
- \$ Providing shared right-turn/through lanes northbound and southbound along US 1 at Library Drive and Yuma Street.
- \$ Providing northbound and southbound single left-turn lanes along US 1 at Library Drive.
- \$ Providing an exclusive right-turn lane along northbound US 1 at Sunnyside Avenue.
- \$ Providing westbound double left-turn lanes along Sunnyside Ave. at US 1.
- \$ Widening the northbound I-95 off ramp approaching US 1 to five lanes to provide double left-turn, double right-turn and single through lanes.
- \$ Providing a two-lane entrance and exit along the site entrance opposite the northbound I-95 on/off ramps.

- § Moving the I-95 northbound on-ramp south by approximately 320 feet in order to accommodate the southernmost proposed site entrance opposite the I-95 northbound off/on ramps.
- § Providing a shared through/right-turn lane along southbound US 1 at the site entrance opposite the northbound I-95 on/off ramps, with the through lane dropping just beyond the site entrance at the relocated on-ramp to northbound I-95.

These improvements may be modified as required by the Federal Highway Administration or the State Highway Administration for any permits associated with modifications to the I-95/US 1 interchange.

- \*17. [Prior to the issuance of any building permits within the subject property under Phase II, as defined in Condition 1 above, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:
  - a. US 1 at Sunnyside Avenue:
    - (1) Provide a third through lane along northbound US 1 through the Sunnyside Avenue intersection.
  - b. US 1 at Edgewood Road:
    - (1) Provide a third southbound through lane along US 1.
    - (2) Provide an additional northbound through lane along US 1, with the northbound approach having three exclusive through lanes and one shared through/right-turn lane.
    - (3) Restripe/resign Edgewood Road westbound to allow an exclusive right-turn lane and a shared left-turn/right-turn lane.
  - c. US 1 at Cherry Hill Road:
    - (1) Provide a third through lane and a free right-turn lane along southbound US 1.]

\*Denotes Amendment

Underlining indicates new language

[Brackets} indicate deleted language

[(2) Provide a second right-turn lane along eastbound Cherry Hill Road, with the eastbound approach having two right-turn lanes, an exclusive left-turn lane and one shared through/left-turn lane.

(3) Provide a second left-turn lane from northbound US 1 onto westbound Cherry Hill Road.

d. I-95/US 1 Interchange:

(1) Provide three through lanes along US 1 northbound and southbound through the interchange.

(2) Relocate the ramp from southbound I-95 to northbound US 1 from the existing loop ramp to a slip ramp off of the existing ramp from southbound I-95 to southbound US 1. This improvement shall provide three left-turn lanes onto northbound US 1 and required signalization at that location.

These improvements shall be designed to SHA/County standards as applicable. These improvements may be modified as required by the Federal Highway Administration or the State Highway Administration for any permits associated with modifications to the I-95/US 1 interchange. Any modifications shall provide equivalent service levels.]

\*17. Prior to the issuance of any building or [as relates to Condition 17a(2) only] use and occupancy permits within the subject property under Phase II, as defined in Condition 1 above, the following road improvements shall (a) have full financial assurances, (b) have been permitted for construction through the SHA access permit process, and (c) have an agreed-upon timetable for construction with the SHA or the DPW&T:

a. I-95/US 1 Interchange:

1. Eliminate the island that separates the southbound US 1 traffic between the inner and outer loop (including overhead sign modifications) in order to provide a dedicated right-turn lane to the loop ramp in the southwest quadrant.

2. Realign and widen the loop ramp from southbound I-95/I-495 to northbound US 1 to provide two lanes on the ramp as a T-intersection. This improvement shall be designed for one-lane operation in accordance with SHA standards, and shall include appropriate signalization and any

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signage or pavement markings deemed necessary by SHA. At such time as two lanes become operational on this ramp, funds for the construction of the traffic signal shall be available in the proposed capital improvement project and the traffic signal shall be constructed by others.

3. Provide three lanes along US 1 northbound to provide a dedicated right-turn lane to the loop ramp in the northeast quadrant of the interchange.
  4. Widen southbound US 1 to provide a third through lane, approximately 250 feet in length, between the loop ramp in the southwest quadrant and Edgewood Road. There are already three southbound through lanes along US 1 south of Edgewood Road to receive the additional through lane.
- b. US 1 at Cherry Hill Road: Provide a second left-turn lane from northbound US 1 onto westbound Cherry Hill Road. In the event that SHA ascertains that the right-of-way or construction easements needed for the implementation of this improvement cannot be obtained, the applicant shall participate in providing improvements to the intersection by contributing the full cost of this improvement, including right-of-way, as a fee-in-lieu to Prince George's County.
- c. The total amount of the fee-in-lieu payment to establish the proposed capital improvement project shall be in the amount of \$1,850,000. This payment shall be made as a lump sum to the County prior to issuance of building permits to satisfy the traffic signal portion of Condition 17a(2), Condition 17a(4), and Condition 17(b), and, together with the construction of the improvements set forth in Conditions 17a(1), 17a(2) and 17a(3) herein, shall constitute the applicant's entire obligation toward road improvements necessary for development of the subject property. In the event the State Highway Administration determines Condition 17a(4) is necessary and desirable, the applicant, his heirs, successors and/or assignees shall construct the improvement for a concomitant reduction in the fee-in-lieu.
18. Prior to approval of any razing permit, all asbestos-containing material shall be disposed of in an appropriate manner, and a copy of the manifest shall be submitted to the Health Department.
  19. Prior to the issuance of any grading permits, except those necessary to address this problem, a heavy metal scan of the surface soils shall be conducted on the property, and any areas of contamination found in excess of governmental limits for cleanup shall be

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remediated and the site verified as clean by a competent environmental consulting company through a soils analysis approved by the Health Department.

20. All new buildings on Lots 2 and 3 shall be protected by automatic fire suppression systems.

BE IT FURTHER RESOLVED, that the findings and reasons for the decision of the Prince George's County Planning Board are as follows:

1. The subdivision, as modified, meets the legal requirements of Subtitles 24 and 27 of the Prince George's County Code and of Article 28, Annotated Code of Maryland.
2. The property is located at the northwest quadrant of the interchange of Baltimore Avenue (US 1) and the Capital Beltway (I-95).
3. The property is located within the Little Paint Branch drainage basin and has existing water and sewer service. Major environmental features and constraints associated with the site include the presence of a perennial stream, associated 100-year floodplain, fringe wetlands and steep slopes. In addition, an isolated pond, possibly used as a recreational amenity for the historic hotel, exists in the northeastern section of site. Although the pond is technically not a wetland, the US Corps of Engineers has determined that it meets the waters of the US criteria and has subsequently taken jurisdiction. A variation request from Section 24-130 of the Subdivision Regulations for proposed disturbances to streams, floodplains and wetlands on site has been submitted and is discussed in the following section. The applicant will be required to obtain all necessary State and/or Federal permits for such disturbances prior to release of grading or building permits.
4. On 10 February 1997, the District Council conditionally approved a Conceptual Site Plan (SP-96049), which included the Type I Tree Conservation Plan (TCP I/44/96) and the Stormwater Concept Plan (968007110). To meet the precepts of the Woodland Conservation and Tree Preservation Ordinance, the applicant will be providing 3.36 acres of forest canopy onsite, 2.88 acres offsite, and a fee in lieu of \$81,413 for 6.23 acres, yielding a total amount of 12.47 acres, or 31.14 percent of the net tract. Staff therefore recommended approval of the TCP I with the caveat that the applicant satisfy certain conditions on the TCP II. Specifically, in exploring offsite conservation locations, the applicant must give priority to the little Paint Branch subwatershed.
5. The approved Stormwater Management Concept Plan consists of a combination of underground storage and an extended detention pond. All stormwater facilities have been designed to attenuate the more erosive one-year event, rather than the traditional two-year storm. In addition to meeting quantity control, the pond will provide water quality for the runoff from the western portion of the property, while underground stormceptors will

provide water quality in all other locations. The pond will also provide compensatory storage for the small impact to the 100-year floodplain.

6. As a condition of the Conceptual Site Plan, the applicant was required to submit a Soils Report that addresses previously filled and mined areas with regard to building construction and foundation loads. This report has been submitted.
7. The Health Department had several issues with the subdivision plan. The locations of any abandoned wells and septic systems on the property have not been verified and must be located. Any abandoned wells must be backfilled and sealed in accordance with State regulations, and any abandoned septic systems must be pumped out by a licensed scavenger and backfilled in place. A raze permit must be obtained by the applicant from the Department of Environmental Resources prior to the removal of any existing buildings on site. Any hazardous materials such as paint thinners, gasoline, pesticides, herbicides, or asbestos, located in any existing structures must be removed and properly stored or discarded prior to razing.
8. An environmental assessment was done on the property and the report was submitted to the Health Department, Division of Environmental Health. Any issues related to this assessment and found to be outstanding by the Health Department must be addressed prior to final plat approval. In addition, several 55-gallon drums were found on the property. The actual contents of the drums are not known. Because of its potential hazard to the public and the environment, the contents of the drums must be analyzed and disposed of in an appropriate manner. This should be accomplished by providing the Health Department, Division of Environmental Health, with a copy of either a laboratory report indicating it is not a hazardous substance or a manifest specifying its final disposal point, prior to signature of the preliminary plat.
9. On 10 February 1997, the District Council conditionally approved a Conceptual Site Plan (SP-96049), which included the Type I Tree Conservation Plan (TCP I/44/96) and the Stormwater Concept Plan (968007110). Although a majority of the environmental issues were addressed during that time, a variation request was submitted for the disturbance of a portion of nonforested stream buffer along the northern perimeter of the property for the purpose of constructing a stormwater management facility. In addition, the applicant requested permission to remove the isolated recreational pond to accommodate additional retail. Staff expressed concerns about the impacts during the Conceptual Site Plan review, but after numerous meetings, supported the disturbances based on the fact that much of the site is disturbed and is therefore contributing to the water quality problems associated with Little Paint Branch through the release of untreated storm flows. As a compromise for said impacts, the proposed stormwater management pond will be designed to attenuate the more erosive and damaging one-year storm, rather than the traditional two-year event. Consequently, staff found that the proposed stormwater management pond would be an appropriate trade-off for disturbances to the nonforested stream buffer and waters of the U.S., and was consistent with the approved Conceptual Site Plan.

The applicant submitted a variation request as required by the Subdivision Regulations for the proposed disturbances to the environmental buffer, and staff were in support of this request for the reasons mentioned above.

According to Section 24-113 of the Subdivision Regulations, there are specific conditions which should be met before a variation request is approved. Firstly, the granting of the variation should not be detrimental to public safety, health or welfare, or injurious to other property. Staff have determined that this section of Little Paint Branch is currently significantly degraded and erosive conditions currently exist. The Stormwater Management Plan for the site will provide for extended detention of runoff from a one-year storm event. This is a higher degree of control than that typically required by the County for stormwater management and should result in less erosive forces to the stream-bed and should reduce sediment and pollutant loads to the stream. Secondly, the conditions on which the variation is based should be unique to the property for which it is sought and should not be applicable generally to other properties. Staff found that the topography and the location of the floodplain along the border of the property are unique to this site and are dictating the most logical location for the stormwater management facilities. Thirdly, the variation must not constitute a violation of any other applicable law, ordinance, or regulation. To staff's knowledge, this was found to be the case. The applicant will be required to obtain a Section 404 permit from the Corps of Engineers for disturbance of wetlands and waters of the U.S. Lastly, because of the particular physical surroundings, shape or topography of the property, a particular hardship to the owner would result if the strict letter of these regulations is carried out. Location of the stormwater management facilities further upgradient on the site and outside of the floodplain would result in the loss of a significant amount of developable area, establish a less efficient stormwater collection design, be equally damaging to environmental features and, in staff's opinion, would constitute a particular hardship to the developer.

10. The applicant prepared a traffic impact study dated December 1997, and prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The Transportation and Public Facilities Planning Division reviewed the application and the study, and the findings and recommendations outlined below are based upon a review of these materials and analyses conducted by the staff which are consistent with the Guidelines. The traffic study was referred to the Department of Public Works and Transportation (DPW&T), the State Highway Administration (SHA) and the City of College Park for their comments, and all comments received were included in the staff report.
  
11. The transportation staff determined that the following intersections are to be considered critical intersections for the subject property:

- \$ US 1 and I-95 NB ramps/site entrance (signalized)
- \$ US 1 and Yuma Street (planned, signalized)
- \$ US 1 and Library Drive (signalized)
- \$ US 1 and Sunnyside Drive (signalized)
- \$ US 1 and Edgewood Road/I-95 SB ramp (signalized)
- \$ US 1 and Cherry Hill Road (signalized)

Due to the heavy Saturday traffic volumes experienced in this area, the Saturday midday peak hour was reviewed as well as both weekday peak hours.

At the time of the review of the Conceptual Site Plan (CSP) case SP-96049 for this project, there was considerable discussion between the staff and the applicant's consultant over the inclusion of the fifth and sixth intersections listed above. Due to the size of the impact of the entire project on these intersections, staff believed that these intersections needed to be analyzed as a part of an adequacy finding for this application; the applicant believed that extending the traffic analysis to the opposite side of the Capital Beltway was unwarranted. The CSP was approved by considering these intersections within the context of a staged development. The initial phase of the project was analyzed using the first four intersections in the table above. The second phase was assumed to occur beyond six years, and was analyzed using the full study area.

12. The existing conditions at the intersections within the study area for this application are summarized below:

EXISTING CONDITIONS--PHASE I						
Intersection	Critical Lane Volume (AM & PM & Sat)			Level of Service (LOS, AM & PM & Sat)		
US 1/Sunnyside Avenue	1,034	1,396	1,090	B	D	B
US 1/Library Drive	1,242	1,070	982	C	B	A
US 1/Yuma Street/site entrance	+999*	+999*	+999*	--	--	--
US 1/Northbound I-95 Ramps	1,422	1,110	870	D	B	A
*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 <i>Guidelines</i> , an average vehicle delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside of the range of the procedures, and should be interpreted as excessive.						

The analysis of existing traffic showed that there are operational problems at the unsignalized intersection of US 1 and Yuma Street. The staff noted that the Jefferson at College Park development was currently under construction, and had installed the signal at this location which will be operational when this development opens for business (the

signal had not been activated yet). Therefore, this intersection was analyzed as a signalized intersection under background and total traffic.

13. A review of background development in the area was conducted by the applicant. The traffic study also includes a growth rate of one percent per year along US 1 to account for growth in through traffic. No roadway improvements within the study area were currently funded for construction; therefore, no road improvements were considered to be a part of the background traffic situation. Background traffic conditions (existing plus growth in through traffic plus traffic generated by background developments) are summarized below:

BACKGROUND CONDITIONS--PHASE I						
Intersection	Critical Lane Volume (AM & PM & Sat)			Level of Service (LOS, AM & PM & Sat)		
US 1/Sunnyside Avenue	1,177	1,718	1,158	C	F	C
US 1/Library Drive	1,286	1,253	1,050	C	C	B
US 1/Yuma Street/site entrance	1,283	1,178	1,082	C	C	B
US 1/Northbound I-95 Ramps	1,508	1,274	1,229	E	C	C

14. Phase I of this application proposes 150,000 square feet of general office space, 402,000 square feet of retail space and a 6-room hotel for the subject property. The traffic study utilized weekday trip rates obtained from the *Guidelines*, and Saturday trip rates obtained from the Institute of Transportation Engineers' *Trip Generation Manual* (fifth edition). The development of the site would have the following trip characteristics (taking into account that 40 percent of the weekday trips and 30 percent of the Saturday trips generated by the retail use are considered to be pass-by, and therefore already on the road):

Land Use	AM Trips		PM Trips		Saturday	
	In/Out	Total	In/Out	Total	In/Out	Total
150,000 sq. ft. office	270/30	300	53/224	277	34/28	62
402,000 sq. ft. retail	0/0	0	362/362	724	754/754	1,508
6-room hotel	2/2	4	3/2	5	2/2	4
<b>Total New Trips</b>	<b>272/32</b>	<b>304</b>	<b>418/588</b>	<b>1,006</b>	<b>790/784</b>	<b>1,574</b>

15. Total traffic under future conditions without improvements is summarized below:

TOTAL TRAFFIC CONDITIONS--PHASE I						
Intersection	Critical Lane Volume (AM & PM & Sat)			Level of Service (LOS, AM & PM & Sat)		
US 1/Sunnyside Avenue	1,182	1,803	1,276	C	F	C
US 1/Library Drive	1,324	1,314	1,168	D	D	C
US 1/Yuma Street/site entrance	1,408	1,781	1,970	D	F	F
US 1/Northbound I-95 Ramps	1,660	1,600	1,634	F	E	F

16. The State Highway Administration (SHA) had identified a number of geometric improvements in the area which would widen US 1 between the Capital Beltway and Sunnyside Avenue and accommodate the planned development in the area. The applicant, in cooperation with a development on the east side of US 1 (The Jefferson at College Park) will implement these improvements along US 1. As a part of this work, Yuma Street will be relocated to better serve the subject property (this point of access, which will be signalized, also serves as the site entrance for the Jefferson at College Park). With these improvements, total traffic under future conditions is summarized below:

TOTAL TRAFFIC CONDITIONS WITH IMPROVEMENTS--PHASE I						
Intersection	Critical Lane Volume (AM & PM & Sat)			Level of Service (LOS, AM & PM & Sat)		
US 1/Sunnyside Avenue	847	1,443	1,187	A	D	C
US 1/Library Drive	981	981	861	A	A	A
US 1/Yuma Street/site entrance	1,009	1,154	1,227	B	C	C
US 1/Northbound I-95 Ramps	1,334	1,249	1,319	D	C	D

The staff noted that, with the planned development and the improvements along US 1, all intersections within the study area for this application operate acceptably in both weekday peak hours as well as on Saturday.

17. For the purpose of reviewing the Conceptual Site Plan, the applicant considered the proposed development to occur in two phases, and considered an expanded study area for the ultimate development under Phase II. That practice was extended to this application. The staff noted, however, that Phase I under the Conceptual Site Plan and its accompanying traffic study was assumed to include the retail and historic inn portions of the proposed development, *along with 75,000 square feet of office space*. Phase I under the submitted plan and traffic study was assumed to include the retail and the historic inn components, *along with 150,000 square feet of office space*.

From a technical standpoint, this change would not pose a problem since the only reason phasing was considered was to avoid studying intersections inside the Capital Beltway and thereby being responsible for improvements to them during an early phase of this project. Staff's rationale in scoping the traffic study was that if 150 trips generated by the applicant affected intersections inside the Beltway during any peak hour, those intersections should be studied. Phase I was sized at a level that it did not contribute as many as 150 trips in any peak hour to the intersections inside the Beltway, and as a result, those intersections were not studied for Phase I. Regardless of whether Phase I includes 75,000 or 150,000 square feet of office space, the 150-trip threshold is not reached for the purpose of requiring consideration of the intersections inside the Beltway.

From a procedural standpoint, the change does pose a concern because a specific condition was included in approving the Conceptual Site Plan which limited the amount of Phase I development. For the purpose of phasing the improvements to be constructed to meet the adequacy requirements of the Subdivision Ordinance, the phasing established in the Conceptual Site Plan will be retained and respected. However, a phrase was added to the phasing condition to allow consideration of modified phasing at the time of Detailed Site Plan. By allowing this provision, the District Council, which has final approval authority for Detailed Site Plans, can opt to modify the condition that body approved under the Conceptual Site Plan.

18. Existing conditions in the vicinity of the subject property under Phase II are summarized as follows:

<b>EXISTING CONDITIONS-PHASE II</b>						
Intersection	Critical Lane Volume (AM & PM & Sat)			Level of Service (LOS, AM & PM & Sat)		
US 1/Sunnyside Avenue	1,034	1,396	1,090	B	D	B
US 1/Library Drive	1,242	1,070	982	C	B	A
US 1/Yuma Street/site entrance	+999*	+999*	+999*	--	--	--
US 1/Northbound I-95 Ramps	1,422	1,110	870	D	B	A
US 1/SB I-95 Ramps/Edgewood Road	1,859	1,318	1,290	F	D	C
US 1/Cherry Hill Road	2,029	1,501	1,315	F	E	D
*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 <i>Guidelines</i> , an average vehicle delay exceeding 45.0 seconds indicates inadequate traffic operations. Delays of +999 are outside of the range of the procedures, and should be interpreted as excessive.						

19. The background situation is summarized below:

**BACKGROUND CONDITIONS--PHASE II**

Intersection	Critical Lane Volume (AM & PM & Sat)			Level of Service (LOS, AM & PM & Sat)		
US 1/Sunnyside Avenue	1,104	1,467	1,112	B	E	B
US 1/Library Drive	1,286	1,253	1,050	C	C	B
US 1/Yuma Street/site entrance	1,283	1,178	1,082	C	C	B
US 1/Northbound I-95 Ramps	1,508	1,274	1,229	E	C	C
US 1/SB I-95 Ramps/Edgewood Road	1,924	1,511	1,524	F	E	E
US 1/Cherry Hill Road	2,080	1,942	1,765	F	F	F

20. Phase II of this application proposes 260,000 square feet of general office space (for a total of 410,000 square feet of space on the site) for the subject property. The staff's analysis utilized weekday trip rates obtained from the *Guidelines*, and Saturday trip rates obtained from the Institute of Transportation Engineers' *Trip Generation Manual* (fifth edition). The development of the site would have the following trip characteristics:

Land Use	AM Trips		PM Trips		Saturday	
	In/Out	Total	In/Out	Total	In/Out	Total
260,000 sq. ft. office	468/52	520	91/390	481	57/49	106
Phase I	272/32	304	418/588	1,006	790/784	1,574
Total Phase I/II	740/84	824	509/978	1,487	847/833	1,680

21. Total traffic under future conditions without improvements beyond those described during Phase I is summarized below:

<b>TOTAL TRAFFIC CONDITIONS--PHASE II</b>						
Intersection	Critical Lane Volume (AM & PM & Sat)			Level of Service (LOS, AM & PM & Sat)		
US 1/Sunnyside Avenue	854	1,493	1,191	A	E	C
US 1/Library Drive	1,027	987	863	B	A	A
US 1/Yuma Street/site entrance	1,158	1,209	1,240	C	C	C
US 1/Northbound I-95 Ramps	1,353	1,369	1,331	D	D	D
US 1/SB I-95 Ramps/Edgewood Road	2,010	1,590	1,619	F	E	F
US 1/Cherry Hill Road	2,146	2,038	1,852	F	F	F

22. The applicant's traffic study identified an additional improvement at the intersection of US 1 and Sunnyside Avenue to achieve adequacy. The traffic study identified improvements at the US 1/Cherry Hill and the US 1/Edgewood intersections which mitigate the impact of the applicant's development in accordance with the provisions of Sec. 24-124(a)(6). Both of these intersections are eligible for mitigation under the fifth criterion in the Guidelines for Mitigation Action, approved as CR-29-1994. The traffic study included a transportation facilities mitigation plan (TFMP), and it was circulated to the SHA, the DPW&T and the City of College Park for comment. With these improvements, total traffic under future conditions is summarized below:

<b>TOTAL TRAFFIC CONDITIONS W/IMPROVEMENTS AS RECOMMENDED IN TRAFFIC STUDY--PHASE II</b>						
Intersection	Critical Lane Volume (AM & PM & Sat)			Level of Service (LOS, AM & PM & Sat)		
US 1/Sunnyside Avenue	877	1,264	936	A	C	A
US 1/Library Drive	1,027	987	863	B	A	A
US 1/Yuma Street/Site Entrance	1,158	1,209	1,240	C	C	C
US 1/Northbound I-95 Ramps	1,353	1,369	1,331	D	D	D
US 1/SB I-95 Ramps/Edgewood Road	1,684	1,361	1,412	F	D	D
US 1/Cherry Hill Road	1,481	1,450	1,386	E	D	D

23. The impact of the mitigation actions at the intersections of US 1/Edgewood and US 1/Cherry Hill was summarized as follows:

IMPACT OF MITIGATION						
Intersection	LOS and CLV (AM, PM & Saturday)			CLV Difference (AM & PM)		
US 1 and Edgewood Road:						
Background Conditions	F/1,924	E/1,511	E/1,524			
Total Traffic Conditions	F/2,010	E/1,590	F/1,619	+86	+79	+95
Total Traffic Conditions w/Mitigation	F/1,684	D/1,361	D/1,412	-326	-229	-207
US 1 and Cherry Hill Road:						
Background Conditions	F/2,080	F/1,942	F/1,765			
Total Traffic Conditions	F/2,146	F/2,038	F/1,852	+66	+96	+87
Total Traffic Conditions w/Mitigation	E/1,481	D/1,450	D/1,386	-665	-588	-466

24. As the CLV at US 1/Edgewood Road is greater than 1,813 in the AM peak hour, the proposed mitigation action must mitigate at least 100 percent of the trips generated by the subject property and return the intersection to a CLV of no greater than 1,813, according to the *Guidelines*. As the CLV at this intersection is between 1,450 and 1,813 during the other peak hours, the proposed mitigation action must mitigate at least 150 percent of the trips generated by the subject property during those peak hours, according to the *Guidelines*. The above table indicates that the proposed mitigation action would mitigate more than 150 percent of site-generated trips during the PM and Saturday peak hours, and would mitigate at least 100 percent of site-generated trips, bringing the intersection to a CLV below 1,813 during the AM peak hour. Therefore, the proposed mitigation at US 1/Edgewood Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.
  
25. As the CLV at US 1/Cherry Hill Road is greater than 1,813 in the AM and PM peak hours, the proposed mitigation action must mitigate at least 100 percent of the trips generated by the subject property and return the intersection to a CLV of no greater than 1,813, according to the *Guidelines*. As the CLV at this intersection is between 1,450 and 1,813 during the Saturday peak hour, the proposed mitigation action must mitigate at least 150 percent of the trips generated by the subject property during this peak hour, according to the *Guidelines*. The above table indicates that the proposed mitigation action would mitigate more than 150 percent of site-generated trips during the Saturday peak hour, and would mitigate at least 100 percent of site-generated trips, bringing the intersection to a CLV below 1,813 during the AM and PM peak hours. Therefore, the proposed mitigation at US 1/Cherry Hill Road meets the requirements of Section 24-124(a)(6)(B)(i) of the Subdivision Ordinance in considering traffic impacts.

26. The transportation staff identified the following improvements at the US 1/Edgewood Road and the US 1/Cherry Hill Road intersections that would be required in order to achieve LOS D operations during all peak hours at both intersections:

- § Provision of a fourth southbound through lane along US 1 from north of Edgewood Road through the Edgewood Road and Cherry Hill Road intersections to a point south of Cherry Hill Road.
- § Provision of a third right-turn lane from the southbound I-95 off-ramp onto southbound US 1 opposite Edgewood Road.

With the provision of these improvements, the US 1/Edgewood Road would operate at LOS C, with a CLV of 1,296, during the AM peak hour (the mitigation improvements provide LOS D operations during the other peak hours). The US 1/Cherry Hill Road would operate at LOS C, with a CLV of 1238, during the AM peak hour (the mitigation improvements provide LOS D operations at this intersection during the other peak hours). Aside from the expense of possibly widening the southbound US 1 overpass over I-95 to accommodate this improvement, this improvement would produce an enormous bottleneck south of Cherry Hill Road as four lanes narrow to two. Furthermore, this level of widening is clearly beyond the scope of the Master Plan for US 1, which is designated as a collector roadway in the plan. For these reasons, the transportation staff determined that the use of mitigation strategies at the US 1/Edgewood Road and the US 1/Cherry Hill Road intersections is appropriate for this applicant in lieu of requiring LOS D operations in accordance with Section 24-124 of the Subdivision Ordinance.

27. Comments received from the DPW&T and the SHA were attached to the staff report. The DPW&T offered no comment on the mitigation action. The DPW&T did request an exclusive right-turn lane along northbound US 1 at Sunnyside Avenue. This recommendation was incorporated into the conditions. Also, the DPW&T had comments concerning the storage lengths on the I-95 off-ramp. While the information was useful, the SHA operates the ramps to and from I-95, and will be reviewing the applicant's design for any ramp modifications. The final design will be reviewed against the most current traffic data, and the SHA may recommend lesser or greater storage lengths, depending on the traffic requirements.
28. The SHA recommended that at the US 1/Northbound I-95 Off/On Ramps, the applicant provide three through lanes and a shared through/right-turn lane along southbound US 1 at the site entrance. This modification would allow sufficient capacity to accommodate the unbalanced lane flows that would potentially occur along southbound US 1. The staff concurred with this comment. A second comment from SHA related to the mitigation actions proposed, and recommended that the third through lane along US 1 southbound over the Beltway and through the ramp junctions. This modification was a part of the staff's recommendation.

29. No comments were received from the City of College Park prior to the hearing. The traffic study with the mitigation plan was referred to the City on December 13, 1997.
30. The staff's review of this subdivision application was part of an ongoing review which started with Conceptual Site Plan SP-96049. There are several transportation-related conditions in the resolution for that plan which required follow-up during the staff's review of the succeeding plans:

Condition 1: Caps development of the property by phase. This was addressed by a condition recommended in the staff report.

Condition 2: Requires new traffic study at the time of subdivision. This was done.

Condition 3: Outlines Phase I conditions for this development. Similar conditions were included in the referral, which are enforceable at the time of building permit.

Condition 4: Outlines Phase II conditions for this development, and allows their refinement in accordance with Subdivision Ordinance findings. Conditions for Phase II in accordance with Section 24-124(a) were provided, and they are enforceable at the time of building permit.

Condition 5: Requires that existing Yuma Street either be finished with a cul-de-sac, or vacated with alternate access provided to Pete's Liquors and Holiday Inn. The subdivision plan shows existing Yuma Street as a public street; however, a Detailed Site Plan for the site which was pending shows access from the site onto the Pete's Liquors and Holiday Inn properties. Inasmuch as the original condition was intended to promote integrated access to these properties as well as the subject property, the transportation staff found that the subdivision plan does not preclude public access to these properties. Furthermore, the pending Detailed Site Plan indicated that integrated access is clearly the intent of the applicant's plans.

Condition 20a: Requires the consideration of vehicle trip reduction strategies. This condition is enforceable at the time of Detailed Site Plan.

31. The Historic Preservation Section raised an issue concerning the northernmost proposed access point to the subject property. While this access point is not shown on the subdivision plan, it is part of the access plan assumed in the traffic study. There are three points of access proposed to the subject property: one would be opposite the existing I-95 northbound ramps along US 1 (which would require the relocation of an existing entrance ramp to northbound I-95); one would be just north of Pete's Liquors opposite the site entrance to the Jefferson at College Park (this entrance is known as Yuma Street Relocated); and the third is a right-in right-out proposed just south of the existing Brown's Tavern building. The Historic Preservation Section was concerned about the impact this site access would have on the environmental setting of the historic building. The

transportation staff analyzed the impact of eliminating this site access. As it only serves as a right-in right-out, its elimination would not significantly affect service levels at the adjacent US 1/Yuma Street intersection. That intersection would continue to operate acceptably in all peak hours with the development of the subject property and all planned improvements. The transportation staff had not reviewed a revised site plan eliminating this entrance, however, and could not comment on queuing or other site layout problems which could result from eliminating this access point.

32. As a related issue, the southernmost access point to the site will require that an entrance ramp to I-95 be moved approximately 320 feet south along US 1 prior to construction of this access point, and Federal approval must be obtained before that ramp can be moved. The process of obtaining the required Federal approval is underway. The transportation staff findings were based, in part, on the presence of the southernmost access during all phases, and no part of this project should be constructed or occupied unless both the southernmost and the Yuma Street accesses are provided.
33. Dedication for US 1 along the frontage of the site was found to be acceptable as shown.
34. Based on the preceding findings, the Transportation and Public Facilities Planning Division concluded that adequate transportation facilities would exist to serve the proposed subdivision as required under Section 24-124 of the Prince George's County Code if the application were approved with the conditions recommended by T&PFPD listed in the staff report.
35. The Urban Design Planning Division reviewed the subdivision and found that the proposal was generally in conformance with the *1989 Approved Langley Park-College Park-Greenbelt Master Plan*.

The subject property is an assemblage of three large parcels formerly known as the Cherry Hill Camp City property, the Irvin property, and the Marriott property. The property is currently zoned M-X-T which was granted by the District Council on March 19, 1991 via revisory amendments to the 1990 Adopted Sectional Map Amendment. The M-X-T Zone must include three of the four following uses: retail, office, residential and hotel/motel.

The *1989 Adopted and Approved Langley Park-College Park-Greenbelt Master Plan* recommends that the subject property be developed for a combination of office, retail and employment uses. In addition, the master plan includes specific land use and transportation recommendations for the future development of the northern quadrants of the Beltway/US 1 interchange (refer to Page 105). The master plan contains the following recommendations:

§ US 1 be improved to a six-lane divided arterial.

- \$ Yuma Street intersection with US 1 be relocated to the north with double left-turn lanes provided on all approaches to the relocated Yuma Street/US 1 intersection.
- \$ Relocated Yuma Street be extended to provide access into both quadrants.
- \$ The area north of the Marriott property, formally known as the Irwin property, be developed for low-intensity research and development uses.
- \$ The eastern portion of the Marriott Property be developed for a motel.
- \$ The remaining property be developed for office, employment and retail uses.
- \$ Implementation be through the Comprehensive Design E-I-A Zone or the M-X-T Zone.
- \$ Brown's Tavern be preserved with adequate environmental setting.
- \$ New buildings be compatible with the historic structure.
- \$ Owners of both quadrants work together to develop an (integrated highway improvements) concept for the two quad.

Council Resolution (CR-39-1990) in adopting the 1990 Sectional map Amendment states:

AIN taking this action, the Council recognizes that the northwest and northeast quadrants of Route 1 and the Capital Beltway form a gateway to the City of College Park and are highly visible from the Beltway. Therefore, it is very important that developments occurring on these two quadrants be of high quality. An appropriate way to achieve this objective and to solve the transportation problems associated with the new developments will be for the owners to cooperatively prepare a unified development plan through the Comprehensive Design Zone process (CDZ/E-I-A). The CDZ process will provide for site plan review and a test for public facility adequacy. Accordingly, these properties are placed in the R-R Zone in anticipation of the filing of a Comprehensive Design Zone application.@

The owners of the three properties (Cherry Hill Camp City, Irvin and Marriott) filed petitions for revision of the Sectional Map Amendment in late 1990. The District Council held a hearing and revised the Sectional Map Amendment to place all three properties in the M-X-T Zone. These amendments were effective on March 19, 1991 (refer to CR-12-1991; CR-14-1991: and CR-15-1991).

It was the staff's opinion that the application is generally in conformance with the master plan. The master plan recommends relocation of Yuma Street and preservation of Brown's Tavern. It was determined that the proposed application fulfills the above recommendations.

36. Brown's Tavern (Historic Site #66-1) is located at 10260 Baltimore Avenue, at the eastern edge of the property included in the Gateway Park development. The .5-acre Environmental Setting of the Historic Site includes the tavern, the entire frontage of the parcel on which it is located, and the historic Baltimore and Washington Turnpike milestone located on the property south of the tavern. The property was designated as an Historic Site in the 1981 *Historic Sites and Districts Plan*. The designation was reaffirmed with the approval of the 1989 *Langley Park, College Park, Greenbelt Master Plan*. The current Environmental Setting for the Historic Site was established in February 1992.

Brown's Tavern, built in 1834, is a two-and-one-half story side-gabled frame building fronted by a twentieth-century portico with two-story tile columns. At the rear (west) of the building is a one-story frame kitchen, originally freestanding, and probably constructed before the main block. There are several other additions to the building to the west and north. The property is believed to have been in use as a tavern at the end of the eighteenth century, prior to the construction of the main block of the current building.

To the west, outside of the Historic Site's Environmental Setting, is a Colonial Revival-style motor court constructed c. 1940 and known as the Del Haven White House Motel. The motel is composed of two ranges of attached and detached brick cottages, some with garages.

The turnpike milestone near the southeastern corner of the 9.5-acre parcel was erected in 1813 and is the historic 36-mile road's last remaining milestone. The side of the milestone facing east to Baltimore Avenue is inscribed *25 M to B* [25 Miles to Baltimore]. The milestone is in somewhat deteriorated condition; the inscription is now partially visible and the marker has lost its original crisply geometric form. The submitted site plan does not specify the location of the milestone.

The Historic Site is currently unoccupied and the tavern is surrounded by a temporary chain-link security fence. Although the building has a number of broken windows and has sustained damage to the interior as a result of vandalism, it appears to be structurally stable.

37. The initial subdivision submission proposed an additional lot which included the Historic Site. The lot was subsequently deleted based upon recommendations by staff of the Historic Preservation Section, and the Historic Site is included in proposed Lot 4 at this time. The exact size and character of the ultimate Environmental Setting for the Historic Site were not known at the time, and the delineation of a lot around the Historic Site not based on the Environmental Setting would have been inappropriate. It was recommended

that the applicant resubdivide to accommodate a lot surrounding the Historic Site once archeological investigations and other research are completed and Detailed Site Plans for the proposed retail pad sites along US 1 are submitted.

38. The Detailed Site Plan for the office and main retail portion of the proposed development (#SP-97059) was reviewed by the Historic Preservation Commission at its January 20, 1998 meeting. The findings and recommendations of the Commission were included in the staff report and recommendations for Detailed Site Plan SP-97059.
39. In accordance with Section 24-134(a) of the Subdivision Regulations, the subject application was exempt from the requirement for mandatory dedication because the lots are greater than one acre in size.
40. The Countywide Planning Section reviewed the proposed subdivision plan for adequacy of public facilities and concluded the following:
  - a. The existing fire engine service at Beltsville Fire Station, Company 31 located at 4911 Prince George=s Avenue has a service response time of 3.25 minutes, which is within the 3.25 minutes response time guideline for Lots 1 and 4. Lots 2, 3, and Outlot 1 are beyond the response time guideline.
  - b. The existing ambulance service at Beltsville Fire Station, Company 31 located at 4911 Prince George=s Avenue has a service response time of 3.48 minutes, which is within the 4.25 minutes response time guideline.
  - c. The existing paramedic service at College Park Fire Station, Company 12 located at 4911 Baltimore Boulevard has a service response time of 4.16 minutes, which is within the 7.25 minutes response time guideline.
  - d. The existing ladder truck service at College Park Fire Station, Company 12 located at 4911 Baltimore Boulevard has a service response time of 4.16 minutes, which is within the 4.25 minutes response time guideline.

The above findings were in conformance with the *Adopted and Approved Public Safety Master Plan 1990* and the *Guidelines For The Analysis Of Development Impact On Fire and Rescue Facilities*.

In order to alleviate the negative impact on fire and rescue services due to the inadequate service discussed above, the Fire Department recommended that all commercial structures be fully sprinkled in accordance with National Fire Protection Association Standard 13 and all applicable Prince George=s County Laws.

41. The proposed development is within the service area of the District VI - Beltsville Police Station. In accordance with Section 24-122.01(c)(A) and (B) of the Subdivision Regula-

tions, staff concluded that the existing County police facilities will be adequate to serve the proposed development.

- \*42. The Transportation Planning Division has reviewed the conceptual site plan application referenced above. The subject property consists of approximately 44.78 acres of land in the M-X-T zone. The property is located on the west side of US 1 north and south of its intersection with Yuma Street. A portion of the property is already developed with 371,256 square feet of retail space. The applicant proposes to develop the remainder of the property with a mix of office, retail, and residential uses.

The adequacy of transportation facilities is potentially an issue in the review of the conceptual site plan for this site. Specifically, the subject property was placed in the M-X-T zone by means of a Sectional Map Amendment. In this circumstance, the transportation staff is required to find that:

"transportation facilities which are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development." (Sec. 27-546(d)(8))

The applicant prepared a traffic impact study dated December 1997, and prepared in accordance with the methodologies in the *Guidelines for the Analysis of the Traffic Impact of Development Proposals*. The Transportation Planning Section reviewed the study as a part of its review of the preliminary plan for this site, and the findings and recommendations that were made at that time were based upon a review of all relevant materials available at that time.

By way of traffic memoranda from the applicant dated April 13, 2004 and April 26, 2004, the applicant has addressed the outstanding transportation conditions associated with the site as well as conformance to the trip cap on which the original conceptual and preliminary plans were based.

The following findings are made in response to the applicant's request for the reconsideration of Condition 17 in the resolution approving Preliminary Plan of Subdivision 4-97121. Secondly, it is written to supplement the record for the Conceptual Site Plan. There is little additional information in this memorandum beyond the past two memoranda. However, it is provided to ensure that the conditions on the conceptual plan, along with the reconsidered preliminary plan, are identical.

\*Denotes Amendment

Underlining indicates new language

[Brackets} indicate deleted language

It is noted here that compliance with the original CSP-96049 has been discussed at length in two prior memoranda. The information in this memorandum pertains to Condition 4 in the conceptual plan resolution, which relates to off-site transportation improvements for the subject property. This is reviewed as Condition 17 of Preliminary Plan of Subdivision 4-97121 and discussed below.

Condition 17: This condition established a site of off-site transportation improvements associated with Phase II of this project, which was originally assumed to be 410,000 square feet of office space and now encompasses the current proposal. There have been changes in the area since the original set of improvements was established, and the required improvements need modification, as discussed further below:

17a: This condition requires an additional northbound through lane at the US 1/Sunnyside Avenue intersection. It has been determined by the applicant that the intersection currently operates at Level-of-Service (LOS) D in both peak hours. SHA does concur with the deletion of this improvement. Furthermore, discussions with SHA officials indicate that, due to the presence of multiple driveways to the north of the intersection, tapering a third lane back to two lanes would pose a safety issue. Therefore, the applicant proposes deleting Condition 17a, and the information provided justifies this change.

17b: This condition requires improvements at the US 1/Edgewood Road intersection. The improvement listed as 17c(3) has been implemented. The other improvements require further discussion:

1. Condition 17c(2) was originally required in order to support the slip ramp configuration that have served traffic turning north onto US 1 from the inner loop of the Capital Beltway. This slip ramp is proposed to be replaced in favor of widening the existing loop ramp that accommodates this movement. This condition would have actually included a fourth through lane northbound at Edgewood, and this is not needed under the planned configuration.
2. Condition 17c(1) requires a third southbound through lane at Edgewood Road. Per SHA comments, this will be retained but will be written into the overall improvements for the I-95/I-495/US 1 interchange. SHA currently believes that this improvement will reduce the queues on southbound US 1; furthermore, there are already three southbound through lanes south of Edgewood Road to act as receiving lanes.

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17c: This condition requires improvements at the US 1/Cherry Hill Road intersection.

The improvements listed as 17c(1) and 17c(2) have been implemented. That leaves condition 17c(3), which requires provision of a second northbound left-turn lane along US 1. This improvement has been the subject of considerable interest, and the major findings are summarized below:

1. Implementation of the dual left-turn lanes would require the acquisition of right-of-way on the east side of US 1.
2. SHA has had extended discussions with the landowner in an attempt to acquire access controls and right-of-way over a number of years, and these discussions have not been fruitful.
3. This applicant is willing to fund the improvement, and has prepared road construction plans and a detailed cost estimate as a good faith effort to reinitiate the right-of-way acquisition process. The estimated cost is

\$1,383,853 for the improvements, per a cost estimate dated April 16, 2004. The applicant has proffered \$1.85 million in order to cover the full cost of the construction of the improvements, right-of-way acquisition, and other streetscape improvements.

4. If the needed right-of-way and temporary construction easements cannot be obtained, the applicant proposes to pay the full cost of the improvement to the County as a fee-in-lieu.
5. SHA has reviewed this proposal and the cost, and agrees to this. Therefore, parts (1) and (2) of the condition need not be carried forward. Part (3) should remain, with a provision to allow the payment of the full cost of the improvement as a fee-in-lieu to Prince George's County. It is currently anticipated that these funds will be deposited into a supplemental capital improvement project that will be introduced for purpose of relieving congestion along the US 1 corridor in the vicinity of the project.

- 17d: This condition currently requires the provision of three through lanes northbound and southbound through the I-95/I-495/US 1 interchange. Also, it requires that the loop ramp in the southeast quadrant of the interchange be replaced by a slip ramp from the eastbound-to-southbound ramp in the southwest quadrant. During

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the first phase, however, SHA, in discussions with the Federal Highway Administration (FHWA), determined that it was desirable to retain the existing

loop ramp and widen it. Furthermore, FHWA determined that the traffic volumes did not warrant an additional through lane through the interchange; rather, modifications to the interchange have been designed to provide dedicated approach lanes to the loop ramps in the southwest and northeast quadrants. The applicant proposes to widen the loop ramp in the southeast quadrant of the interchange, and SHA agrees with this proposal. Therefore, the condition should be modified to reflect this change.

Therefore, in addition to the findings provided in the previous memorandum, it is determined that the proposed changes to the transportation conditions are either consistent with the previous finding of transportation adequacy or provide adequacy in accordance with Sec. 27-546(d)(8) and Sec. 24-124.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of the action taken by the Prince George's County Planning Board of The Maryland-National Capital Park and Planning Commission on the motion of Commissioner Vaughns, seconded by Commissioner Squire, with Commissioners Vaughns, Squire, Harley, Eley and Hewlett voting in favor of the motion at its regular meeting held on Thursday, June 17, 2004, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 29th day of July 2004.

Trudye Morgan Johnson  
Executive Director

By Frances J. Guertin  
Planning Board Administrator

TMJ:FJG:JD:rmk

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Underlining indicates new language  
[Brackets} indicate deleted language

February 26, 2020

**MEMORANDUM**

**TO:** Thomas Burke, Urban Design Review, Development Review Division

**VIA:** Howard Berger, Supervisor, Historic Preservation Section, Countywide Planning Division *HB*

**FROM:** Jennifer Stabler, Historic Preservation Section, Countywide Planning Division *JAS*  
Tyler Smith, Historic Preservation Section, Countywide Planning Division *TAS*

**SUBJECT: DSP-19061 WAWA College Park**

The subject property comprises 1.46 acres located approximately 215 feet west of the intersection of US Route 1 (Baltimore Avenue) and IKEA Center Boulevard. The subject application proposes a food and beverage store with a gas station. The subject property is Zoned M-X-T.

A search of current and historic photographs, topographic and historic maps, and locations of currently known archeological sites indicates the probability of archeological sites within the subject property is low. The subject property does not contain and is not adjacent to any Prince George's County Historic Sites or resources. This proposal will not impact any historic sites, historic resources or known archeological sites. A Phase I archeology survey is not recommended. Historic Preservation staff recommend approval of DSP-19061 WAWA College Park with no conditions.

March 31, 2020

## MEMORANDUM

TO: Thomas Burke, Planner Coordinator, Development Review Division

VIA: David A. Green, MBA, Master Planner, Community Planning Division *DAG*

FROM: Christina Hartsfield, Planner Coordinator, Placemaking Section, Community Planning Division *CH*

SUBJECT: **DSP-19061 Wawa College Park**

## FINDINGS

Pursuant to Part 3, Division 9, Subdivision 3 of the Zoning Ordinance, Master Plan conformance is not required for this application.

## BACKGROUND

**Application Type:** Detailed Site Plan for property outside of an overlay zone.

**Location:** 10050 Baltimore Avenue

**Size:** 4,736 sf

**Existing Uses:** Surface parking lot

**Proposal:** Wawa food and beverage store with a gas station

## GENERAL PLAN, MASTER PLAN, AND ZONING

### General Plan:

The property is located along the Innovation Corridor, which is also a designated Employment Area in the 2014 *Plan Prince George's 2035 General Plan* (Plan 2035). The Innovation Corridor "is well positioned to capitalize on the synergies that derive from businesses, research institutions, and incubators locating in close proximity to one another and on existing and planned transportation investment, such as the Purple Line," (p. 23). Employment Areas command the highest concentration of economic activity in the County's targeted industry clusters and is where Plan 2035 recommends supporting business growth, concentrating new business development near

transit where possible, improving transportation access and connectivity, and creating opportunities for synergies (Plan 2035, p. 19).

This application aligns with the vision of the Innovation Corridor in that this new business will be clustered around other commercial establishments and will be an amenity to pedestrians and motorists in the surrounding area.

**Master Plan:**

The 2010 *Approved Central US 1 Corridor Sector Plan* recommends Mixed Use-Commercial land uses on the subject property.

The subject property is in the Walkable Node character area of the 2010 *Approved Central US 1 Corridor Sector Plan*. This character area as “consists of higher-density mixed-use buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. It has fairly small blocks with wide sidewalks and buildings set close to the frontages” (p. 228). The land use and urban design policies of these areas are to 1) develop a series of pedestrian-friendly, transit-oriented, mixed-use walkable nodes at appropriate locations along the Central US 1 Corridor (p. 65); to establish a strong sense of place by ensuring the highest quality of development (p. 67); and to create appropriate transitions between the nodes and existing residential neighborhoods (p. 68).

The proposed food and beverage store provide a convenient amenity in walkable distance to the adjacent hotel and the Camden College Park and Wynfield Park apartment communities. The gas services will add convenience for vehicular traffic traveling southbound on Route 1, which is not currently available in this proximity.

**Planning Area: 66**

**Community:** College Park-Berwyn Heights & Vicinity

**Aviation/MIOZ:** This application is not located within an Aviation Policy Area or the Military Installation Overlay Zone

**SMA/Zoning:** The 2010 Central US 1 Corridor Sectional Map Amendment retained the subject property into the M-X-T zone.

**MASTER PLAN CONFORMANCE ISSUES:**

None

**OVERLAY ZONE CONFORMANCE ISSUES**

None

c: Long-range Agenda Notebook

Adam Dodgshon, Planning Supervisor, Placemaking Section, Community Planning Division



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Countywide Planning Division  
Transportation Planning Section

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March 31, 2020

**MEMORANDUM**

TO: Thomas Burke, Urban Design Review Section, Development Review Division

FROM:  Tom Masog, Transportation Planning Section, Countywide Planning Division

SUBJECT: **DSP-19061 Wawa College Park**

**Proposal**

The applicant is proposing to develop a pad site within a larger mixed-use development with a convenience store and gas station.

**Background**

This site is part of the area of Conceptual Site Plan (CSP)-96049 and its subsequent revisions. The site is on a parcel approved pursuant to Preliminary Plan of Subdivision (PPS) 4-97121. The overall site has been substantially developed pursuant to several detailed site plan (DSP) applications. The transportation conditions of approval that are applicable to this DSP are discussed in a later section of this memo.

The site plan is required to address issues related to architecture, building siting, and relationships between the development and any open space. The site plan is also required to address general detailed site plan requirements such as access and circulation. The transportation-related findings are limited to the circumstance in which at least six years have elapsed since a finding of adequacy was made. In this case, the most recent finding regarding transportation adequacy was made in February 1998 – more than six years prior – and so a further traffic-related discussion is required. Finally, parking within the M-X-T Zone must be analyzed consistent with Section 27-574 of the Zoning Ordinance.

**Review Comments**

The applicant proposes a super convenience store with 4,736 square feet plus a gas station with 10 fueling positions. The most recent submitted plans have been reviewed. Access and circulation are acceptable.

The site is not within, or adjacent to, any master plan transportation facilities.

The table below summarizes the trip generation in each peak hour that will be used to demonstrate conformance to the CSP and PPS trip caps for the site:

Trip Generation Summary: DSP-19061: Wawa College Park								
Land Use	Use Quantity	Metric	AM Peak Hour			PM Peak Hour		
			In	Out	Tot	In	Out	Tot
* IKEA	380,000	square feet			*			*
Proposed Super Convenience Store with Gas Pumps (Current Proposal)	4,736	square feet	158	159	317	141	141	282
	10	fueling positions						
Less Pass-By (76 percent)			-120	-121	-241	-107	-107	-214
Net Trips for Current Proposal			<b>38</b>	<b>38</b>	<b>76</b>	<b>34</b>	<b>34</b>	<b>68</b>
Multifamily	509	units	<b>51</b>	<b>214</b>	<b>265</b>	<b>198</b>	<b>107</b>	<b>305</b>
Townhouse	12	units	<b>2</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>10</b>
Retail	67,500	square feet	76	47	123	221	239	460
Less Pass-By (40 percent)			-30	-19	-49	-89	-95	-184
Net Trips for Retail			<b>46</b>	<b>28</b>	<b>74</b>	<b>132</b>	<b>144</b>	<b>276</b>
<b>Total Trips for DSP-19061 (all bold numbers)</b>			<b>137</b>	<b>286</b>	<b>423</b>	<b>370</b>	<b>289</b>	<b>659</b>
<b>* Trip Cap: Office Portion of PPS 4-97121</b>					<b>820</b>			<b>758</b>
<b>Notes:</b>								
<b>* At the time of review of DSP-01047 it was assumed that the IKEA store subsumed the entire 402,000 square feet of retail space, and the remainder of the site was assigned the entitlements associated with the remaining 410,000 square-feet of office development.</b>								

The subject application has been reviewed for conformance with the requirements of Section 27-546(d) of the Zoning Ordinance, which requires additional findings for the approval of development in the M-X-T Zone. Section 27-546(d)(10) is of particular importance for this application:

- (10) On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be provided by the applicant (either wholly or, where authorized pursuant to Section 24-124(a)(8) of the County Subdivision Regulations, through participation in a road club).**

The last approval referenced above is the approval of CSP-96049-02, which occurred on June 17, 2004, or more than six years ago. Development of the overall site will continue to be governed by the approval of PPS 4-97121 and CSP-96049-02. All transportation conditions of approval contained in those prior plans have either been built or implemented. As noted above, the development of the convenience store with gas pumps adds a small trip impact to a site that, overall, is well below the approved trip cap. By virtue of having a valid underlying PPS, the Transportation Planning Section finds that the requirements of Section 27-546(d)(10) are met.

Regarding parking, Section 27-574 of the Zoning Ordinance provides a methodology for determining parking requirements in the M-X-T Zone. The applicant has submitted a parking analysis. The following are the major points highlighted in the parking analysis:

1. The methodology in Section 27-574 requires that parking be computed for each use in accordance with Section 27-568.
2. The analysis groups the proposed convenience store with the adjacent hotel. Both sites are in the M-X-T Zone, but it is noted that the adjacent hotel already existed prior to CSP-96049 and PPS 4-97121. Nevertheless, the hotel has used the subject site for many years as parking.
3. Using the parking schedule in Section 27-568, the uses included in the analysis generate a base parking requirement of 193 spaces in consideration of the hourly fluctuation of parking demand as computed using the methodology in Section 27-574.
4. In an exhibit, it is shown that the land between US 1 and the subject site contains 64 spaces and the hotel site contains 135 spaces. The DSP shows 49 spaces onsite, for a total of 248 spaces available, including 199 spaces to serve the uses within the hotel.

In summary, the parking analysis provided indicates that the number of parking spaces shown on the site plan is acceptable.

### **Prior Approvals**

CSP-96049 for this site was reviewed and approved by the Planning Board on October 17, 1996 (PGCPB Resolution No. 96-307). Condition 1 addressed the trip cap, and in accordance with the analyses in the above table the trip cap is met. Conditions 2, 3, 4, and 5 have been met at previous stages of review or have been implemented as uses within the project have been developed. No new conditions were introduced with subsequent revisions to the CSP.

PPS 4-97121 for this site was reviewed and approved by the Planning Board on February 5, 1998 (PGCPB Resolution No. 98026(A)). Condition 15 addressed the trip cap, and in accordance with the analyses in the above table the trip cap is met. Conditions 16 and 17 involve off-site transportation conditions that have been implemented as uses within the project have been developed.

### **Conclusion**

From the standpoint of transportation and in consideration of the findings contained herein, it is determined that this plan is acceptable if the application is approved.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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March 30, 2020

**MEMORANDUM**

TO: Thomas Burke, Urban Design Section, Development Review Division

VIA: Bryan Barnett-Woods, Transportation Planning Section, Countywide Planning Division *Bryan*

FROM: Noelle Smith, Transportation Planning Section, Countywide Planning Division *N.S.*

**SUBJECT: Detailed Site Plan Review for Pedestrian and Bicyclist Transportation Master Plan Compliance**

The following detailed site plan (DSP) was reviewed for conformance with the *Approved Countywide Master Plan of Transportation (MPOT)* and the *2010 Approved Central US 1 Corridor Sector Plan* to provide the appropriate pedestrian and bicycle transportation recommendations.

Detailed Site Plan Number: DSP-19061

Development Case Name: Wawa College Park

Type of Master Plan Bikeway or Trail

Private R.O.W.	<u>X</u>	Public Use Trail Easement	_____
County R.O.W.	_____	Nature Trails	_____
SHA R.O.W.	_____	M-NCPPC - Parks	_____
HOA	_____	Bicycle Parking	_____
Sidewalks	<u>X</u>	Trail Access	_____
Add'l Connections	_____	Bike Signage Fee	_____

<b>Development Case Background</b>	
Building Square Footage (non-residential)	4, 736 square feet
Number of Units (residential)	n/a
Abutting Roadways	Ikea Way, Ikea Center Blvd
Abutting or Nearby Master Plan Roadways	n/a
Abutting or Nearby Master Plan Trails	Shared roadway along Ikea Way (planned)
Proposed Use(s)	Food/beverage with gas station
Zoning	M-X-T
Centers and/or Corridors	US 1 Corridor
Prior Approvals on Subject Site	CSP-96049, 4-97121, DSP-01047
Subject to 24-124.01:	No
Bicycle and Pedestrian Impact Statement Scope Meeting Date	n/a

### **Previous Conditions of Approval**

The site is subject to the prior approvals of CSP-96049 and 4-97121. However, there are no pedestrian or bicycle related transportation conditions.

### **Review of Proposed On-Site Improvements**

The submitted plans include four-foot wide sidewalk along the frontage of the drive aisle that connects to the existing six-foot wide sidewalk along Ikea Center Boulevard, further connecting to the eight-foot wide sidewalk on Ikea Way. However, staff recommend standard five-foot wide sidewalk. Crosswalks at the entrance/exit adjacent to Ikea Center Boulevard and within the parking lot, as well as designated space for bicycle and scooter parking are also included on the submitted plans. These improvements will create a convenient pedestrian system that meet the findings pursuant to Sec. 27-546(d)(7) and the purpose of the M-X-T Zone.

### **Review of Connectivity to Adjacent/Nearby Properties**

The subject site is adjacent to the Ikea Department store, a hotel, and other commercial and residential uses connected via sidewalk and crosswalks.

### **Review of Master Plan of Transportation Compliance**

One master plan trail facility is near but does not front the subject site: a shared roadway along Ikea Way. The recommended trail facility is along the portion of Ikea Way that intersects with US 1. The trail turns south connecting to the Paint Branch trail and does not impact the subject site. The Complete Streets element of the MPOT reinforces the need for multimodal transportation and includes the following policies regarding the accommodation of pedestrians and bicyclists (MPOT, p. 9-10):

Policy 2: All road frontage improvements and road capital improvement projects within the Developed and Developing Tiers shall be designed to accommodate all modes of transportation. Continuous sidewalks and on-road bicycle facilities should be included to the extent feasible and practical.

Policy 4: Develop bicycle-friendly roadways in conformance with the latest standards and guidelines, including the 1999 AASHTO *Guide for the Development of Bicycle Facilities*.

**Comment:** The submitted plans propose the use of the existing sidewalk network along Ikea Center Boulevard and Ikea Way to access the proposed building, in addition to the proposed sidewalk along the frontage of the drive aisle. The plans also propose designated space for bicycle parking that is an important component of a bicycle-friendly roadway network. These improvements fulfill the intent of Policies 2 and 4.

### **Review of Area Master Plan Compliance**

The 2010 *Approved Central US 1 Corridor Sector Plan* includes the following recommendation related to pedestrian and bicycle transportation applicable to the subject site:

- Walkable Land-Use Design Policy: Design land uses, including the mix of uses and the physical design of buildings and streets, to support pedestrian and bicyclist access as the primary modes of travel.

**Comment:** The submitted plans reflect the relevant recommendations from the area master plan.

### **Recommended Conditions of Approval**

1. Prior to certification, the applicant and the applicant's heirs, successors, and/or assignees shall revise the site plan to provide the following:
  - A. Five-foot wide sidewalk along the property frontage of the internal drive aisle.

March 30, 2020

**MEMORANDUM**

**TO:** Thomas Burke, Planner Coordinator, Urban Design Section, DRD

**VIA:** Megan Reiser, Acting Supervisor, Environmental Planning Section, CWPD

**FROM:** Marc Juba, Planner Coordinator, Environmental Planning Section, CWPD

**SUBJECT: Wawa College Park; Detailed Site Plan, DSP-19061**

The Environmental Planning Section (EPS) has reviewed Detailed Site Plan DSP-19061, received by the Countywide Planning Division on March 26, 2020.

The site has a Natural Resource Inventory Equivalency Letter (NRI-085-2018) which was issued on May 23, 2018. The area of proposed construction has previously been entirely developed. It has been determined that the proposed development will not result in any changes to the Limits of Disturbance (LoD) of the previously approved Type 2 Tree Conservation Plan (TCPII/134/01-01) or create any additional impacts to any Regulated Environmental Features (REF).

The site has an approved Stormwater Management Concept Plan #29763-2019-00 that is in conformance with the current code, which was issued on October 15, 2019.

No additional environmental review issues have been identified for the subject site. The Environmental Planning Section recommends approval of the application with no conditions.



*Division of Environmental Health/Disease Control*

Date: February 27, 2020

To: Thomas Burke, Urban Design, M-NCPPC

From: Adebola Adepoju, <sup>ad</sup>Environmental Health Specialist, Environmental Engineering/ Policy Program

Re: DSP-19061, WAWA College Park

The Environmental Engineering / Policy Program of the Prince George's County Health Department has completed a desktop health impact assessment review of the detailed site plan submission for the WAWA in College Park and has the following comments / recommendations:

1. There are more than 15 existing carry-out/convenience stores food facilities and one grocery store markets within a ½ mile radius of this site. A 2008 report by the UCLA Center for Health Policy Research found that the presence of a supermarket in a neighborhood predicts higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity. The department acknowledges that Royal Farms chain facilities are designed as convenient stores; however, they do provide healthy food options such as an assortment of fresh fruits and vegetables for retail sale.
2. ***The food facility is considered a prototype food service facility in which two or more facilities in the state having uniformed set of plans.*** The applicant must submit an application for plan review to the Maryland Department of Health's Environmental Health Bureau's Food protection and Food Licensing program located at 6 St. Paul Street, Suite 1301, Baltimore, Maryland. 21202.
3. The applicant must submit plans to the Plan Review department at the Department of Permitting, Inspection Enforcement located at 9400 Peppercorn Place in Largo Maryland. 20774 for the proposed food facility and apply for a Health Department High HACCP priority, Food Service Facility permit.
4. The applicant should assure that all sources of air pollution have been registered with the Maryland Department of the Environment, Air and Radiation Management Administration. Such sources include gasoline underground storage tanks, degreasing tanks and paint spraying operations. Contact MDE – ARMA at 800-633-6101.
5. Increased traffic volumes in the area can be expected as a result of this project.



Angela Alsbrooks  
County Executive

Environmental Engineering/Policy Program  
Largo Government Center  
9201 Basil Court, Suite 318, Largo, MD 20774  
Office 301-883-7681, Fax 301-883-7266, TTY/STS Dial 711  
[www.princegeorgescountymd.gov/health](http://www.princegeorgescountymd.gov/health)

6. During the construction phases of this project, noise should not be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.
7. During the construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.

If you have any questions or need additional information, please contact me at 301-883-7677 or [aoadepoju@co.pg.md.us](mailto:aoadepoju@co.pg.md.us).

# **Additional Back-up**

**For**

# **DSP-19061 Wawa College Park**

## RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design staff recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-19061, Wawa College Park, subject to the following conditions:

1. Prior to certificate approval of this detailed site plan (DSP), the applicant shall:
  - a. Provide ~~the shared parking analysis table~~ on the DSP that clearly shows the parking requirements and spaces provided for this application and for the existing hotel, with which the shared uses study was conducted. Within the table, provide a breakdown of handicap-accessible and compact spaces upon the subject property. Show the number of bicycle spaces provided.
  - b. Correct the shared parking analysis reference date in General Note 11, to the most recent analysis provided.
  - c. Provide a diagram showing where each of the signs, identified as Signs A-E on the sign plan, will be located.
  - d. Define the sign material codes and color specifications indicated on the signage information sheet.
  - e. Provide the materials for the dumpster and shed enclosure gates.
  - ~~f. Provide a 5-foot-wide sidewalk along the property frontage of the internal drive aisle.~~
  - ~~fg.~~ Remove the southern proposed pylon sign. The one remaining pylon sign shall be permitted at a height of 25 feet, and its location shall be determined by the applicant with the concurrence of the Planning Board or its designee.
  - ~~gh.~~ Provide a direct sidewalk connection between the sidewalk that runs along the west side of the building and the sidewalk adjacent to IKEA Way.
  - ~~h.~~ Consider revisions to the architectural plans to reduce the use of EIFS to not more than 30% of the total surface area of the building, add manufactured stone pilasters to the façade to match the entrance feature, and utilize colors on the façade that more closely match the colors used for the gasoline pump area and canopy.

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# CITY OF COLLEGE PARK

## DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT

8400 BALTIMORE AVENUE SUITE 375 COLLEGE PARK, MD 20740 | 240.487.3538 | COLLEGE PARKMD.GOV

April 29, 2020

Elizabeth M. Hewlett  
Chair, Prince George's County Planning Board  
M-NCPPC Prince George's County Planning Board  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

RE: Detailed Site Plan-19061, WaWa-College Park

Dear Chair Hewlett,

The City of College Park City Council, at their meeting on April 28, 2020, voted 8-0-0 to recommend approval of Detailed Site Plan-19061, WaWa –College subject to the following conditions:

1. Prior to certification of the Detailed Site Plan, the Applicant shall revise the Site Plan to:
  - a. Provide a more direct pedestrian connection from Ikea Way to the rear entrance.
  - b. Revise the parking table to show the number of bicycle parking spaces provided and the results of the shared parking space analysis with Holiday Inn.
  - c. Revise the E-Scooter parking detail to be consistent with the striping detail provided by the City.
  
2. Prior to certification of the Detailed Site Plan, the Applicant shall consider revisions to the Architectural Plans to reduce the use of EIFS to not more than 30%, add manufactured stone veneer pilasters to the façade to match the entrance feature, and utilize colors on the façade that more closely match the colors used for the gasoline pump area and canopy.

Sincerely,

A handwritten signature in black ink that reads "Terry Schum".

Terry Schum, AICP  
Director of Planning, Community and Economic Development