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DETAILED SITE PLAN

DSP-04051

Application	General Data
Project Name: IKEA CENTER-Summit at College Park, Phase II Location: West side of Baltimore Avenue approximately 0.2 mile north of the Capital Beltway Applicant/Address: Roadside Development, LLC 1850 M Street, NW Washington, DC 20036	Date Accepted: 12/6/04
	Planning Board Action Limit: 3/1/05
	Plan Acreage: 4.7032
	Zone: M-X-T & C-S-C
	Dwelling Units: 12
	Square Footage: 59,258
	Planning Area: 66
	Tier: Developing
	Council District: 1
	Municipality: College Park
200-Scale Base Map: 213NE04	

Purpose of Application	Notice Dates
Mixed-use project containing retail, office and residential (12 townhouses)	Adjoining Property Owners Previous Parties of Record Registered Associations: 11/2/04 (CB-12-2003)
	Sign(s) Posted on Site and Notice of Hearing Mailed: 1/17/05

Staff Recommendation		Staff Reviewer: LAREUSE	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

February 9, 2005

MEMORANDUM:

TO: Prince George's County Planning Board
VIA: Steve Adams, Urban Design Supervisor
FROM: Susan Lareuse, Planner Coordinator
SUBJECT: Detailed Site Plan DSP-04051
Ikea Center—Summit at College Park, Lot 17-20, Phase II

The Urban Design staff has reviewed the detailed site plan for the subject property and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

EVALUATION

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

- a. Conformance to the M-X-T Zone (Mixed-Use Transportation Oriented), Section 27-542 through 27-546 and Section 27-548.
- b. Conformance to the C-S-C Zone, Section 27-454
- c. Conformance to the previously approved conceptual site plan.
- d. Section 27-274 of the Zoning Ordinance for conformance to the site design guidelines.
- e. Conformance to the requirements of the *Landscape Manual*.
- f. Conformance to the requirements of the Woodland Conservation and Tree Preservation Ordinance.
- g. Referrals.

FINDINGS

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

1. **Request:** Roadside Development, LLC, proposes a mixed-use development of office, retail and townhouses. The detailed site plan consists of the site plan, landscape plan, and the architectural elevations.

2. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T & C-S-C	M-X-T & C-S-C
Use	Vacant	Commercial retail and residential
Acreage	4.70	4.70
Units	0	12
Lots	4	4 lots
Square footage	0	59,258

Other Development Data

Square Footage of Overall Development	
IKEA retail store	380,000
Multifamily Building	601,702
Integrated Shopping Center	<u>59,258</u>
Total Development	1,040,960
Floor Area Ratio (FAR) for the IKEA Center Site	0.53
Floor Area Ratio for the Summit Property, Phase II	0.03
Required Parking (per Section 27-568)*	
Total Required Parking	335 spaces
Required Parking (per Section 27-574)*	
On-site	271 spaces
Parking Proposed	300 spaces
Required Loading (per Section 27-582 and 583)	
Loading Spaces required for an integrated shopping center, less than 100,000 sq. ft.	3 spaces
Total Loading Proposed	3 spaces

*Justification for parking has been provided in accordance with Section 27-574 of the Zoning Ordinance, which requires the applicant to provide parking calculations for Planning Board approval at the time of detailed site plan. The parking calculations for the M-X-T Zone per Section 27-574 require the calculation first of the required number of spaces per a conventional zone, which is shown and labeled as Section 27-568. The information is provided for comparison purposes.

3. **Location:** The subject property is located on the west side of US 1 in the City of College Park, approximately 0.2 mile north of its intersection with the Capital Beltway. This specific section of the Summit at College Park (IKEA Center) is Lots 17 through 20.

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

North— Zoned R-O-S, the Beltsville Agricultural Research Center.
West— Zoned R-O-S, the Beltsville Agricultural Research Center.
South— Zoned M-X-T, Lots 9 and 21 of the IKEA retail property.
East— Zoned M-X-T, Jefferson at College Park.

5. **Previous Approvals:** Conceptual site plan SP-96049 was approved by the District Council for the subject site on February 10, 1997. The conceptual site plan 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 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, detailed site plan SP-97059 was approved by the District Council for the subject property, but it subsequently expired. Also on June 10, 1998, the District Council approved a departure from design standards application, DDS-484, which included the subject property, 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

Departure from design standards DDS-484 remains valid for the subject application.

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

On January 31, 2002, the Planning Board approved a revision to conceptual site plan CSP-96049/01 (PGCPB No. 02-28) and a revision to detailed site plan 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.

On April 18, 2003, staff, as the Planning Board's designee, approved a revision to detailed site plan DSP-01047/02 for minor revisions to the site and landscape plans.

On July 8, 2004 the Prince George's County Planning Board approved a revision to conceptual site plan CSP-96049/02 to change the layout. This detailed site plan must be found to be in conformance to that conceptual site plan.

6. **Conformance with the Requirements of the Zoning Ordinance in the M-X-T Zone:** The required findings of Section 27-546(d) 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;

Comment: The applicant is proposing a high-quality, mixed-use development on the subject property and the adjacent properties that will utilize the Capital Beltway and US 1, which are major roadways in the vicinity. The property is located just outside the one-mile radius of the

Greenbelt Metro Station. The subject property and Baltimore Avenue are also served by Metrobus and 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.

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 a major interchange and transit maximizes the public development potential of the subject property.

To promote the effective and optimum use of transit and other major transportation systems, the applicant is providing one bus stop with bus shelter adjacent to the property to be served by public transit bus systems such as Connect-A-Ride, Metro, and Shuttle UM. 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. The proposed site design unifies the retail, office and residential uses along an internal street and plaza.

The proposed comprehensive vehicular and pedestrian system will also unify the various uses and facilitate interaction between them. 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.

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, retail 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.

This proposal allows a flexible response to the market through the provision for mixed uses to provide high quality housing and office/retail in response to the high pressures associated with the housing market and the office and retail demands of the market and to achieve the county's goals of fostering high-quality, mixed-use development at this site.

The proposed development will create high quality 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 will exemplify quality physical, social, and economic planning.

- (2) **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.

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

The proposed development will be compatible with the associated office and retail development and public uses of the surrounding properties. The architectural design and a unified pedestrian and vehicular system will ensure visual compatibility with the existing and proposed surrounding uses.

- (4) **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 mix of proposed uses and the arrangement of the apartments, the community buildings, and recreational facilities will reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability.

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

This detailed site plan is the final phase of the development of the overall project.

- (6) **The pedestrian system is convenient and 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.

- (7) **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 detailed site plan has addressed the need for a central gathering place on the site through the design of a plaza courtyard, located between the two main retail and office buildings. Further, the applicant has stated that the residents of the townhouses will have the ability to use the same recreational facilities as are available to the residents of the Summit multifamily development. The placing of buildings near the street edge and the attention to architectural details will provide the high quality urban streetscape design that will make this area a desirable place to live, shop and work.

- (8) **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)**

Fewer than six years have elapsed since the conceptual site plan finding was made for adequacy of the road system for the site.

- 7. The plan is in conformance with Section 27-454 regulating development in the C-S-C Zone.
- 8. Section 27-548(a) sets the maximum floor area ratio (FAR) in the M-X-T Zone without the use of optional method of development at 0.40 FAR. Section 27-545(b) provides bonus incentives for optional method of development.

Approved Conceptual Site Plan CSP-96047/02 proposed 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 proposed a maximum of 1,084,000 square feet (293,775 additional square feet at the time of the CSP). However, the applicant is entitled to at least 2,730,863 square feet based on the provision of the residential component alone. Therefore, the total square footage of development previously built and proposed through this application is as follows:

DSP-01047/01 -	380,000 square feet retail (existing)
DSP-04050 -	601,702 square feet (approved)
DSP-04051 -	<u>94,682 square feet</u>
 Total	 1,076,384 square feet proposed

This amount of square footage is consistent with the approved CSP.

- 9. Section 27-274(a)(6) of the Zoning Ordinance establishes the required design guidelines for site and streetscape amenities for conceptual site plans and detailed site plans. The proposed plan generally meets all of the site design guidelines.
- 10. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan is in conformance with the conceptual site plan, CSP-96047/02, and its conditions. The following conditions warrant discussion:
 - 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.

Comment: This condition establishes the trip cap that has been the basis for the long-standing transportation adequacy finding that was done at the time of the original conceptual plan and subdivision. This plan proposes 12 townhouse residences and 60,180 square feet of mixed commercial space. The trip cap comparison that was done at the time of conceptual plan assumed different qualities. Therefore, the trip cap comparison will be repeated herein with the revised quantities as a means of accurately demonstrating that this plan is consistent with prior approvals:

- 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 uses are proposed under DSP-04050 and DSP-04051:
 - 11,545 square feet of restaurant space
 - 3,891 square feet drive-in bank
 - 23,564 square feet retail
 - 21,180 square feet office
 - 508 apartment units
 - 12 townhouse units
- c. The residential component would generate 272 AM and 315 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 247 AM and 587 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 141 AM and 346 PM peak-hour trips.
- e. The total trip generation by the current proposal would be 474 AM and 717 PM 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 proposal on the current site plan, combined with the approved development on DSP-04050, is within the established trip cap for the site.

Therefore, it is determined that the site plan is consistent with the conceptual plan concerning the trip generation of uses, and that the proposed development is within the established trip cap for the site.

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.**

Comment: The applicant has submitted a color and material board for the development of the integrated shopping center.

- b. Detailed information on the architectural/landscape treatments for the internal courtyards, pedestrian areas and plazas.**

Comment: The detailed site plan shows an up-scale treatment of the site design that considers and accommodates the pedestrian, as well as an outdoor plaza which will be used by both the retail shoppers and the office employees.

- c. Design alternatives/details that increase the visual interest of the large expanse of brick piers and hedges along US 1.**

Comment: This issue has been addressed through the treatment along US 1 by using a regular pattern of alternating the brick piers and hedges and by the incorporation of the pedestrian walkway at the center of the project.

- d. Information on design details, colors and materials of the proposed monument sign.**

Comment: The details and specifications for the monument sign indicate a 7-foot-tall by 46-foot-long sign, with ground face block and brick face. The sign panel is shown as EIFS. The staff recommends that the sign background be revised to indicate a more durable material, such as precast concrete.

- g. Detailed information on the type of residential units proposed (one bedroom, two bedroom, three bedroom).**

Comment: This proposal includes 12 townhouse units that all have three bedrooms.

- h. Location of the proposed bus stop, pedestrian connections and crosswalks.**

Comment: The plan indicates an existing bus stop directly adjacent to the development, which will be sufficient to serve the mixed-use development.

- 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 Center Drive to the retail development.**

Comment: The detailed site plan provides a sidewalk connection at the corner of Ikea Center Drive and US 1. In addition, the plans show a mid-block connection from US 1, through the retail parcel, to the outdoor plaza located between the retail buildings.

(2) Providing a vertical element at the corner of US 1 and Ikea Center Drive.

Comment: The monument signs located at the corner of US 1 and Ikea Center Drive are designed as brick sign-walls with ample presence on the main entry corners.

(3) Limiting the use of split-face block on the retail to the base only.

Comment: The architectural elevations for the retail buildings, the restaurant pad sites, and the bank building use a limited amount of block at the base of the buildings, limiting large masonry to ground face block.

(4) Ensuring that retail buildings have a minimum window area of 40 percent along a street.

Comment: The applicant has submitted information to demonstrate that this requirement has been met on the retail and the restaurant pad sites. It was not intended that the bank, as an office type use, would be required to meet this criterion.

(5) Providing an on-site bus stop with shelter.

Comment: This issue was addressed with the DSP-04050 application. That application demonstrated that a bus stop provided adjacent to the residential development was convenient to both that property and the subject property.

(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.

Comment: This issue was been addressed in DSP-04050 with a condition from the City of College Park, which was adopted by the Planning Board, requiring Summit properties to pay a pro-rata share of the cost of a transit study not to exceed \$10,000.

(7) Screening all parking from the street with a landscape hedge.

Comment: The landscape plan provides both a landscape hedge and a series of brick piers, of which the staff is recommending approval.

(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.

Comment: The applicant has worked diligently with both the staff of the Historic Preservation Section and the City of College Park to design a commemorative park that includes a representation of the footprint of Brown's Tavern, a replica of the Baltimore-Washington Turnpike milestone, interpretive

signage, and complementary landscaping. It is a creative and publicly accessible feature that will effectively interpret the property's historic significance.

- (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.**

Comment: This issue was been addressed in DSP-04050 with a condition from the City of College Park, which was adopted by the Planning Board, requiring Summit properties, in consultation with the City of College Park, make a good faith effort to execute a memorandum of understanding with the University of Maryland that prohibits UM students residing in the project from obtaining on-campus parking permits.

- (10) Providing a recreational area with play equipment for children.**

Comment: The 12 townhouses within this development may generate a small number of children. The applicant has provided the staff with assurances that the occupants of the townhomes will be entitled to access and use the amenities to be constructed on the Summit multifamily property.

- 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.**

Comment: The current plan represents a significant enhancement of the Brown's Tavern Commemorative Park that integrates it more effectively with the remainder of the development.

- 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.**

Comment: The Planning Board included the following condition in the approval of DSP-04050:

- 11. The city understands that the applicant has entered into an agreement with Roadside Development, LLC ("Roadside") pursuant to which Roadside is responsible for Condition 10 of the resolution of approval of the conceptual site plan, requiring funding for landscaping in the US 1 median, not to exceed \$55,000. This condition shall be fulfilled by Roadside within nine months of**

approval of the DSP. In the event of a default by Roadside, applicant agrees that it will be primarily responsible for fulfilling this condition.

Comment: As of the writing of this report, the staff has not yet received the recommendation from the City of College Park, but a related condition on this subject is expected and will be added to the staff recommendation at the hearing.

11. The Environmental Planning Section has reviewed the detailed site plan and tree conservation plan TCPII/134/01-01, stamped as received on October 4, 2004. The Environmental Planning Section recommends approval of DSP-04051 and TCPII/134/01-01.

The 4.97-acre site is located on the north side of US 1 and along the west side of South Drive. I-95/495 (the Capital Beltway) is south of the subject Phase IIB and is contiguous to the Phase I portion of the site. The property is zoned M-X-T. A review of available information indicated there are no regulated environmental features found to occur on the property (i.e., streams, wetlands, etc.) with the exception of an area of 100-year floodplain, located on Phase I. There are no scenic or historic roads in the vicinity of the site. The Capital Beltway is recognized as a traffic noise generator. The property is in the Little Paint Branch watershed of the Anacostia River basin. The site is in the Developing Tier of the 2002 adopted General Plan.

SUMMARY OF PRIOR ENVIRONMENTAL CONDITIONS OF APPROVAL

The approval of the conceptual site plan (CSP-96049/02) included numerous conditions, two of which dealt with environmental issues that were to be addressed during subsequent reviews. The approval of preliminary plan 4-97121 also included one environmental planning-related condition to be addressed at detailed site plan review. These conditions are shown below.

- 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.**

TCPII/134/01-02 has been reviewed. The current TCPII shows two unmitigated 65 dBA Ldn noise contour lines. One line is in relation to I-95/495 and the second line is in relation to US 1. Both of these lines are not in the vicinity of outdoor activity areas associated with Phase II. This condition has been addressed.

Preliminary Plan of Subdivision 4-97121; PGCPB No. 98-26(A)

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

The required TCPII has been submitted with DSP-04051 and was found to have one minor omission. The 01 revision to the TCPII in DSP-04050 has not been signed. The DSP was certified without the required signature to the 01 revision to TCPII/134/01-01. This condition was not addressed prior to certificate approval of DSP-04050.

Recommended Condition: Prior to certification of Detailed Site Plan DSP-04051, the TCPII shall be revised as follows:

- a. The signature block shall contain the necessary signature approvals for both the 01 and 02 revisions.

- b. Have the qualified professional who prepared the plan update the revision box, sign and date it.

Environmental Review

1. **A Forest Stand Delineation (FSD) was prepared at the time of the initial submittal of the CSP in 1996. The FSD was found to address the requirements of a FSD in accordance with the criteria set forth by the Prince George's County Woodland Conservation Ordinance and the Woodland Conservation and Tree Preservation Technical Manual.**

No further information is required regarding the FSD. This property is subject to the provisions of the Prince George's County Woodland Conservation Ordinance because the gross tract area is in excess of 40,000 square feet, and there were more than 10,000 square feet of existing woodland on-site in 1996. This 45.54-acre property in the M-X-T Zone has a net tract area of 40.05 acres and a Woodland Conservation Threshold of 15 percent or 6.01 acres. The site contained 7.54 acres of existing woodland in 1996, of which 5.49 acres was in the floodplain. The TCPII shows 7.17 acres of woodland was cleared, including 0.15 acre in the floodplain. The woodland conservation requirement is 12.17 acres and this was met with 0.37 acre of woodland preservation, 2.68 acres of reforestation/replacement and 9.12 acres of off-site credits on another property. No further revisions to the TCPII other than those discussed above are required.

12. The College Park City Council will review this application on February 8, 2004, and a copy of their recommendation will be forwarded to the Planning Board for consideration.
13. The Community Planning Division found this application is located in the Developing Tier and is in a designated Corridor (Baltimore Avenue—US 1).

The vision for the Developing Tier is to maintain a pattern of low- to moderate-density suburban residential communities, distinct commercial Centers, and employment areas that are increasingly transit serviceable.

The vision for Corridors is mixed residential and nonresidential uses at moderate to high densities and intensities, with a strong emphasis on transit-oriented development. This development should occur at local centers and other appropriate nodes within one-quarter mile of major intersections or transit stops along the corridor.

The 1989 approved master plan for Langley Park-College Park-Greenbelt and vicinity recommended a mix of retail, office and employment uses for this site. However, a conceptual site plan (CSP-96049/02) approved for the site subsequent to the master plan amended the recommended land use to incorporate a mix of multifamily residential, retail, office and restaurant uses. The submitted detailed site plan conforms to the approved conceptual site plan for the subject property.

14. The Transportation Planning Division has reviewed the detailed site plan application. The site plan is similar to previously reviewed plans. Access and internal circulation are acceptable as shown.

This site was reviewed for transportation adequacy with the submittal of a conceptual site plan in 1996 and the submittal of a preliminary plan of subdivision in 1997. Both of these plans were reassessed in connection with the current proposal earlier in 2004. Review of the transportation-

related issues regarding adequacy has been the bulk of the transportation staff's review for this site, and the status of the conditions on the prior plans are summarized below:

CSP-96049/02:

Condition 9: This condition covers the off-site transportation improvements covered in Conditions 4 and 5 of the underlying conceptual site plan, CSP-96049. All elements of this condition are enforceable at the time of building permit.

Condition 10: While this condition is transportation-related, it is enforceable by the City of College Park and will not be addressed by the Transportation Planning Section.

Conditions 2 and 5 of the underlying conceptual site plan, CSP-96049, were previously completed and were not included in the resolution for the revised plan.

Preliminary Plan of Subdivision 4-97121:

Condition 15: While this trip cap is worded differently, the overall trip cap is identical between the CSP and the preliminary plan. As noted in the discussion for Condition 1 of the CSP, the proposal is within the overall trip cap.

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 was revised in 2004, and it establishes a set 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. All elements of this condition are enforceable at the time of building permit.

Therefore, the Transportation Planning Section found that the submitted plan is consistent with the previously approved plans with regard to transportation, and that the conditions are being met in a timely manner.

15. The subject plan was referred to the Transportation Planning Section for review and in a memorandum (Shaffer to Lareuse) dated January 25, 2005, that office found that prior approvals for IKEA and Summit at North College Park have addressed the need for adequate pedestrian accessibility and suitable pedestrian connections within the subject site, from US 1 onto the site, and from adjoining land uses.

The adopted and approved Langley Park-College Park-Greenbelt master plan recommends the extension of the Little Paint Branch Trail from Cherry Hill Road inside the Beltway to Sellman Road to the north. This possible trail extension will require the close cooperation and agreement between M-NCPPC, BARC, FHWA, and IKEA. A proposal is being compiled by the county's Bicycle and Trails Advisory Group in cooperation with the community and will be submitted to all of the involved stakeholders. No recommendations are made regarding this facility for this application. However, the extensive sidewalks being proposed for the site will provide adequate pedestrian access through the site and to this possible future trail connection.

The adopted and approved College Park US 1 Corridor sector plan recommends improved bicycle and pedestrian facilities along US 1 (Baltimore Avenue). The IKEA site has completed extensive

improvements to the US 1 frontage from the Beltway north to Sunnyside Avenue including standard and wide sidewalks and in-road bicycle facilities (striped bike lanes). These facilities are adequate to serve pedestrians and cyclists in the corridor and meet the intent of the sector plan and the proposed cross section therein. No additional recommendations are made regarding this corridor.

Approved preliminary plan 4-97121 included no conditions of approval that addressed specific pedestrian connections or facilities. Previously approved CSP-96049/02 and DSP-01047/01 stressed the importance of pedestrian connections from US 1 to locations internal to the site and connections between uses within the site. The sidewalk network shown on the submitted site plan provides for these types of pedestrian connections, with sidewalks along the perimeter of the site and a stamped concrete walkway and plaza/sitting area bisecting the site. A sidewalk connection is also shown linking to the proposed retail pad sites and along the road frontage of the townhouses.

SIDEWALK CONNECTIVITY:

The submitted site plan includes an extensive network of internal sidewalks, paths and wide sidewalks linking to all portions of the subject site. Road frontages include standard or wide sidewalks. A stamped asphalt pedestrian walkway and pedestrian plaza bisect the subject application. The internal sidewalks are adequate as submitted.

RECOMMENDATION:

Previously constructed road improvements along US 1 include a sidewalk for pedestrians and in-road bike facilities for bicyclists. The internal sidewalk network is adequate to accommodate internal pedestrian movement. Staff recommends bicycle racks accommodating a minimum of 25 bicycles on the site, in keeping with design criteria number 7 noted in CSP-96049/01. These racks should be located throughout the site convenient to the locations of the entrance to the retail pad sites and proposed office and retail space.

- a. Provide bicycle racks accommodating a minimum of 25 bicycles on the subject site. These racks should be located throughout the subject site at locations convenient to the entrances to the retail pad sites and the proposed office and retail space.
16. The proposal is subject to Section 4.1, Residential Requirements, Section 4.2, Commercial and Industrial Landscape Strip Requirements, and Section 4.3 (a) and (c) Parking Lot Requirements of the *Landscape Manual*. Section 4.7, Buffering Incompatible Uses, does not apply to uses within this development including the historic site. The applicant has generally demonstrated conformance to *Landscape Manual* but needs to add schedules for Section 4.1 and delete the schedule for 4.7, which does not apply. These minor revisions to address the requirements of the *Landscape Manual* are needed prior to signature approval.
17. As required by Section 27-285(b) of the Zoning Ordinance, the detailed site plan represents a reasonable alternative for satisfying the site design guidelines of Subtitle 27, Part 3, Division 9, of the Prince George's County Code without requiring unreasonable cost and without detracting substantially from the utility of the proposed development for its intended use.

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 DSP-04051 and TCP II/134/01-01 subject to the following conditions:

1. Prior to certification of Detailed Site Plan DSP-04051, the TCPII shall be revised as follows:
 - a. The signature block shall contain the necessary signature approvals for both the 01 and 02 revisions.
 - b. Have the qualified professional who prepared the plan update the revision box, sign and date it.
2. In the event a new or enhanced US 1 shuttle service is operational and serving the property at the time of issuance of the use and occupancy permit for the project, the applicant shall make financial contributions to assist with funding of the service. In the event that a new or enhanced US 1 shuttle service is not operational and serving the property at the time of issuance of the use and occupancy permit for the project, the applicant shall provide a private shuttle bus for project residents to and from the Greenbelt Metrorail station. The private service shall operate between the hours of 6:00 and 9:30 a.m. and 3:30 and 7:30 p.m. and shall operate at a frequency of no less than 30 minutes. The service shall utilize vehicles with a capacity of approximately 15 passengers and be free to residents. Specifications and financial assurances for the service shall be provided at the time of building permit. The applicant shall survey their residents concerning commuting patterns and habits and share this information with the City of College Park. Service to additional locations may be provided if warranted by the results of the survey of residents conducted by the applicant. The applicant shall provide information on the shuttle service in any marketing or leasing brochure prepared for the project.
3. The plans shall be revised prior to signature approval to include the following:
 - a. The landscape plan shall be revised to include the Section 4.1 schedule and additional plant material shall be provided in accordance with Section 4.2. Section 4.7 schedules shall be deleted from the plans.
 - b. Provide bicycle racks accommodating a minimum of 25 bicycles on the subject site. These racks shall be located throughout the subject site at locations convenient to the entrances to the retail pad sites and the proposed office and retail space.
 - c. Details and specifications for all fencing and lighting proposed on the site plan shall be provided.
 - d. Special up-lighting shall be provided along the centrally located pedestrian walks on site.
 - e. The sign panel background shall be revised from EIFS to a more durable material, such as precast concrete.
 - f. All architectural elevations shall indicate the materials, color, and dimensions. The architectural elevations for the southern pad site shall be revised to reduce the visibility of the down spouts on the rear of the building and to indicate impressed EIFS panels above the windows on the rear elevations.