

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 January 24, 2002, regarding Conceptual Site Plan CSP-96049/01 for IKEA Centre, Lots 1-4 and Outlot A the Planning Board finds:

1. The subject site in the M-X-T Zone, consisting of approximately 45.50 acres, is located on the northwest corner of US 1 (Baltimore Avenue) and the Capital Beltway. The adjacent properties are as follows:

North and west -	zoned O-S with the National Agricultural Research Center
East -	zoned C-S-C with a restaurant
South -	zoned C-S-C with a hotel (Holiday Inn)
West -	zoned C-S-C with a liquor store
2. The applicant is proposing an IKEA store, a speciality furnishing store, on the property. In addition to the IKEA store, office and restaurant uses are also proposed on the subject property.
3. 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. Various transportation improvements were identified for each stage of the proposal.

On February 19, 1998, the Planning Board approved a Preliminary Plat 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). This Detailed Site Plan

was submitted to expedite the permit process. Prince George's County has designated this project a priority economic development project.

4. The proposed IKEA store will be approximately 380,000 square feet in size and will employ approximately 440 employees. In addition, the proposal includes 410,000 square feet of office uses and 22,000 square feet of restaurant uses. The subject proposal does not include the hotel use approved by the previous Conceptual Site Plan. The subject revision to the Conceptual Site Plan eliminates the hotel use and modifies the site layout and circulation to suit the requirements of the current proposal.

The proposed IKEA store will be located in the southwestern portion of the property and the office park will be located in the northwestern portion of the property. Restaurant pads are located in the central and southern portions of the property. Entrance to the property is from US 1. The entrance to the property is designed with a highly landscaped median with a roundabout to direct the vehicular traffic to the northern and southern portions of the property. Parking is provided in the central portion of the site. Parking on the northwestern portion of the adjacent Holiday Inn property to the south will also be used by the Holiday Inn property. A second entrance is provided for the site in the southeastern portion of the property to provide direct access to the home delivery loading and parking areas of the IKEA store. This entrance is on a portion of the Holiday Inn property. The applicant will be granted an easement for the use of this portion of the property and the applicant will grant an easement to the Holiday Inn property for use of the above-mentioned parking area. This issue is discussed in detail in Finding 14. A third entrance is provided along US 1 for the northern portion of the property for the office park area.

A stormwater management pond is provided in the northern portion of the property. A gravel access road is provided for the stormwater management area from the parking lot. This area will be heavily landscaped to provide an attractive visual feature/green area for the site. Landscape planters with special paving in the parking lot will distinguish the pedestrian areas and the plaza from the vehicular areas. Pedestrian walkways will consist of a combination of colored concrete, cobble stone and special stones. Three bus stops with bus shelters will be provided on the site. The various pedestrian areas, vehicular areas and parking on the site unify the various uses on the site and the adjoining properties. A landscaped berm with a retaining wall is provided on the southwestern portion of the site along US 1. A decorative metal fence with brick columns is also provided along US 1 to enhance the appearance of the site. A condition of approval has been added to require the applicant to show the exact location of the fence on the landscape drawings. Lighting is provided by 25-foot-high light poles provided throughout the site.

The Brown's Tavern (Historic Site 66-1) is located at 10260 Baltimore Avenue at the eastern edge of Lot 4 of the subject property. The current environmental setting for the Historic Site was established in February 1992. The applicant is proposing to develop a

portion of this site as a historic amenity with a historic marker and a monument sign. Two adjacent properties in the C-S-C Zone, a vacant liquor store on the southern portion of the property and a vacant restaurant at the southeastern portion of the property, are now owned by IKEA. Although neither is part of these submittals, they are both intended to eventually be developed as part of the IKEA Center.

5. The proposed parking is consistent with the following requirements of Sections 27-568 and 27-582, Off-street Parking and Loading, of the Zoning Ordinance:

REQUIRED PARKING SPACES	REQUIRED	PROPOSED
Retail: One(1) per 500 sq.ft. of retail (380,000 sq.ft.)	760	1205
Office: One(1) per 250 sq.ft. over the first 2,000 sq.ft. of gross floor area ; One (1) per 400 sq.ft. of gross floor area thereafter (410,000 sq.ft.)	1,028	1,028
Restaurant: One (1) per 3 seats in a restaurant (1,200 seats for the restaurant)	400	400
TOTAL	2,188	2,633
REQUIRED LOADING SPACES	REQUIRED	PROPOSED
Retail: One (1) per 2,000 to 10,000 sq.ft. of gross floor area; One (1) additional for 10,000 to 100,000 sq.ft. of area; One (1) for each 100,000 sq.ft. of GFA or fraction thereafter (380,000 sq.ft.)	5	7
Office: One (1) per 10,000 to 100,000 sq. ft. of gross floor area; One (1) per 100,000 sq.ft. of gross floor area or fraction thereafter (410,000 sq.ft)	5	3 (within the garage under the office building)
Restaurant: One (1) per 2,000 to 10,000 sq.ft. of gross floor area (Restaurant 1- 8,000 sq.ft; Restaurant 2 - 7,000 sq.ft; Restaurant 3 - 7,000 sq.ft.)	3	3
TOTAL	13	13

The proposed parking is consistent with the requirements of the above sections. The size of the parking spaces are 9 feet by 18 feet. A Departure from Design Standards DDS-484 has already been approved for the proposed parking space size.

6. The Conceptual Site Plan and Detailed 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;*

The proposed development is in conformance with the following purposes of the M-X-T Zone:

- (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 subject 45+ acres is located along Baltimore Avenue (US 1), one of the most significant interchanges in Prince George=s County. The Greenbelt Metro Station is located one mile to the east. Baltimore Avenue is served by Metrobus and the University of Maryland bus service. Development of the IKEA Center will develop and redevelop the subject property in the vicinity of these major transit routes. It will enhance the economic status of the county by creating a vibrant mix of uses on vacant abandoned land, provide employment opportunities and expanding the retail shopping opportunities.

- (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. Pedestrian and bicycle access to the site will be encouraged. Bike racks are provided on the site. Improvements on Baltimore Avenue include bike lanes and signaled crosswalks for pedestrians. The Greenbelt Metro Station is within a mile of the subject property. Therefore, the proposal promotes the effective and optimum use of transit and other major transportation systems.

- (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 office park will be open from 8:00 a.m. to 6:00 p.m. Monday through Friday. The restaurants will be open midday to midnight, seven days a week. The IKEA store will operate from 10:00 a.m. to 9:00 p.m, seven days a week (with earlier closing on Sundays). The adjacent Holiday Inn operates 24 hours, 7 days a week. Therefore, the subject proposal facilitates and encourages a 24-hour environment.

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

IKEA Center will be developed as an office park with a retail component which 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.

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

The office workers in the office park will patronize the IKEA store and restaurants and vice versa. The IKEA store and restaurants will also be patronized by the surrounding uses and will also be accessible by public transit to the 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 for diverse uses that utilize a 24-hour environment facilitates optimum land planning with greater efficiency. Shared parking, vehicular access and pedestrian systems also provide for optimum land planning. Use of public transit and pedestrian systems reduce the demand for parking and encourage energy savings. The use of underground parking also reduces the demand for surface parking. 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*

IKEA Center will be built in phases according to the market demand. The first phase

includes the development of the IKEA store restaurant and a 150,000 square foot office building. The other phases include the development of the other office buildings according to market demand. Each development stage is designed to be able to function by itself.

- (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.*

IKEA Center will be developed as an office park with a retail component which will create a diverse mix of architectural designs for the various land uses. 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 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.

- 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;*

Extensive road improvements will be done as a part of the development. Two vacant, adjacent properties purchased by IKEA will be redeveloped to be visually and functionally integrated with the IKEA Center. Access and parking will be shared with the adjacent Holiday Inn site. The stormwater management area will visually blend with the green area(s) of the Beltsville Agricultural Research Center to the north. The applicant is proposing to develop a portion of the Brown's Tavern Historic Site as a historic amenity with a historic marker and a monument sign. Therefore, the proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development.

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

The IKEA Center will be compatible with the hotel, residential and public uses of the surrounding properties. The superior architectural design and provision of a stormwater management area 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;*

IKEA Center will be developed as an office park with a retail component which 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 staging of the IKEA Center will be identical to the approved Conceptual Site Plan SP-96049. The development is staged in at least two phases. Each phase is tied to certain traffic improvements which allow each phase to be self-sufficient.

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

IKEA Center will be developed as an office park with a retail component which will create a diverse mix of land uses. 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.

- g. 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 demonstrates that in areas of pedestrian activities, special attention has been paid to human scale, high quality urban design and other amenities. Special paving materials are used for pedestrian walkways and plazas. Adequate landscaping is provided throughout the site and adequate landscape screening is provided along the adjacent properties.

- 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 approved Conceptual Site Plan and Preliminary Plan of Subdivision for the subject lot. No further analysis is required for the subject applications. The transportation facilities adequacy is also discussed in Finding 16.

Referral Comments

7. The Permits Section (Gallagher to Srinivas, January 4, 2002) has stated that compliance of the proposal with the requirements of the Zoning Ordinance, Conceptual Site Plan SP-96049, the Preliminary Plan 4-97121 and the *Landscape Manual* must be verified. The proposal complies with these requirements.
8. The Department of Environmental Resources (De Guzman to Srinivas, January 4, 2002) has stated that the proposal does not correspond with an approved stormwater management concept plan, 968007110-02. A condition of approval has been added to obtain a stormwater management concept plan approval for the proposed revision.
9. The State Highway Administration (McDonald to Srinivas, January 2, 2002) has stated that they have no objections to the subject Conceptual and Detail Site Plans.
10. The Soil Conservation Service (Bourdon to Srinivas, January 2, 2001) has stated that the current grading and sediment control plans were approved by them.
11. The Department of Public Works and Transportation (Hijazi to Srinivas, December 26, 2001) has stated that the improvements along county streets must be in accordance with DPW&T specifications.
12. The Community Planning Division (Chang to Srinivas, December 24, 2001) has stated that the proposal is consistent with the 1989 Approved Langley Park- College Park-Greenbelt Master Plan recommendations for a mixed-use development of the subject site.
13. The Subdivision Section (Del Balzo to Srinivas, January 10, 2002) has stated that the approved Preliminary Plan, 4-97121, is valid through February 19, 2002. The proposal substantially conforms to the approved preliminary plan. The section has stated that the proposal must conform to the various conditions of approval for the Preliminary Plat regarding stormwater management concept plan, transportation improvements and the tree conservation plan. Conformance with these conditions is addressed by the Environmental Planning Section in Finding 15 and the Transportation Planning Section in Finding 16.

Condition 14 of Preliminary Plan 4-97121 states that:

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.

The section has stated that the proposed Conceptual Site Plan includes access over an adjoining property (the second entrance on a portion of the Holiday Inn property). Direct access to US 1 in the southernmost portion of the property was denied at the preliminary plan stage for safety reasons. Given this, the Planning Board authorized the use of private easements. The applicant's proposal is in conformance with that authorization. Although the proposal now includes only one lot, since it involves the same issues, the same conditions and restrictions apply. The applicant has stated that the private easements allowing the use of the Holiday Inn property for the southernmost entrance and allowing the Holiday Inn property to use a portion of the parking on the subject property will be available at the Planning Board Hearing. A condition of approval has been added to require the applicant to submit a copy of the recorded easements to fulfill the above condition.

- 14. The Environmental Planning Section (Ingrum to Srinivas, January 2, 2001) has stated that a Type II Tree Conservation Plan (TCPII/134/01) was submitted with SP-01047 and approved with conditions on October 25, 2001. Minor revisions to TCPII/134/01 are now proposed. The revisions include afforestation within the stormwater management pond. Approval of the afforestation within the stormwater management areas from the Department of Environmental Resources is required. Variation requests and permits from appropriate agencies were submitted for disturbances to the 100-year floodplain, wetlands and wetland buffers. A soils study was also submitted as part of the previous applications. A current stormwater management concept approval is required. Conditions of approval have been added requiring the above information.
- 15. The Transportation Planning Section (Masog to Srinivas, December 31, 2001) has stated that the section is required to make a finding of adequacy of transportation facilities for the approval of a Conceptual Site Plan. Since the quantities of development being shown on the current plan are essentially unchanged from the previously approved conceptual plan, there is consistency from the standpoint of trip generation between the approved and the proposed plans. Therefore, the section has concluded that adequate transportation facilities would exist to serve the proposed development in accordance with Section 27-546 of the Prince George's County Code. A condition of approval for the Conceptual Site Plan is proposed to ensure that there is consistency from the standpoint of trip generation between the approved and the proposed plans. Also, the plan is in general conformance with the transportation elements of the previously approved conceptual site

plan.

The memorandum from the Transportation Planning Section states:

AThe Transportation Planning Section has reviewed the conceptual site plan application referenced above. The subject property consists of approximately 45.5 acres of land in the M-X-T Zone. The property is located on the west side of US 1 north and south of the existing intersection with Yuma Street. The applicant proposes to develop the property under the M-X-T zoning with 410,000 square feet of general office space and 402,000 square feet of retail space.

AReview of Traffic Impacts

AThe 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 100 percent 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))

AThe 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 which were made at that time were based upon a review of all relevant materials available at that time. 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.

ADuring 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 which 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.

AThe initial detailed site plan for this site was filed in late 1997 (SP-97059) and was assumed to include the retail and the historic inn components, *along with 150,000 square feet of office space*, instead of the 75,000 square feet which had been assumed during conceptual plan review. At that time, transportation staff determined that the change would not pose a problem from a technical standpoint 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. Regardless of whether Phase I would have included 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. This change in phasing was approved by the Planning Board and upheld by the District Council in the course of approving SP-97059. For that reason, while transportation staff would suggest retaining all off-site transportation-related conditions that were originally required as a part of SP-96049, the phasing should be modified in consideration of past actions which were taken regarding the subject property.

AUnder the Phase I project development, and with traffic counts taken by the applicant's consultant, the study indicates that all intersections within the study area operate acceptably during both weekday peak hours as well as the Saturday midday peak hour. Under background and total traffic conditions, the traffic study indicates that the intersections of US 1/Sunnyside, US 1/Yuma and US 1/I-95 NB Ramps would operate unacceptably. Roadway improvements along US 1 between the Capital Beltway and Sunnyside Avenue which have been proffered by the applicant would result in acceptable traffic operations at all three intersections during all three analysis periods.

AConsidering Phase II development, the traffic study indicates that the US 1/Edgewood and the US 1/Cherry Hill intersections operate unacceptably during both weekday peak hours. Under background and total traffic conditions, these intersections would continue to operate unacceptably. The applicant has proffered roadway improvements which achieve acceptable operations at these intersections during the AM peak hour, and which mitigate the impact of site-generated traffic (in accordance with CB-62-1993 and CR-29-1994) at these intersections at other times.

ASince the quantities of development being shown on the current plan are essentially unchanged from the previously approved conceptual plan, there is consistency from the standpoint of trip generation between the approved and the proposed plans.

ASite Design Issues

AThe plan as submitted shows three points of access from the subject property to US 1. Two of these access points being full access points (the northernmost access point is right-in right-out, with no median break). This access plan is acceptable to staff. However, circulation within the site needs further consideration by the applicant. Staff

would suggest the following:

- \$ Provision of more direct vehicular connection between the right-in right-out entrance from US 1 and the loop in front of the office use. This would probably necessitate the Aperfect circle@ loop becoming an ellipsoid or an asymmetrical shape.
- \$ Changing the ends of the outer roadway behind the office use to minimize possible vehicular conflicts with other roadways serving the loop.
- \$ Consideration of moving the retail use in the center of the site forward nearer the traffic circle, and placing parking in back of it. This would likely promote a southwest-to-northeast pedestrian Aspine@ linking the retail uses proposed on the site, and might improve walkability between these uses and the office use along with the adjacent hotel.
- \$ Provision of a secondary pedestrian connection between the bus stop along US 1 at Yuma Street and the internal pedestrian spine.
- \$ Provision of a secondary pedestrian connection from US 1 midway between the two bus stops and the site.
- \$ Extension of the primary pedestrian connection from the site to the northern property line (to serve the bus stop along US 1 at South Drive (a.k.a. Library Drive)).

AAlthough the approval of this application is not tied to a program of peak hour trip reduction, the detailed site plan(s) for this project should include considerations of measures to encourage the use of ridesharing and transit use to the site and pedestrian access within the site and from US 1 to the site. Specifically, the detailed site plan should consider the following:

- \$ Provision of high-quality pedestrian walkways from bus stops along US 1 to the retail and office uses on the site
- \$ Consideration of bus shelter areas and/or routings on the site if this is deemed desirable by the DPW&T in consultation with transit operators
- \$ Establishment of a voluntary transportation demand management program for the office uses on the site, which might include designation of close-in parking space for carpools or vanpools

ATransportation Staff Conclusions

ABased on the preceding findings, the Transportation Planning Section concludes that adequate transportation facilities would exist to serve the proposed development in

accordance with Section 27-546 of the Prince George's County Code, if the application is approved with the following conditions:

- A1. Total development within the subject property shall be limited to a 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.
- A2. Prior to signature approval of the conceptual site plan, the following possible modifications should be addressed:
 - Aa. Provision of more direct vehicular connection between the right-in right-out entrance from US 1 and the loop in front of the office use. This would probably necessitate the >perfect circle= loop becoming an ellipsoid or an asymmetrical shape.
 - Ab. Changing the ends of the outer roadway behind the office use to minimize possible vehicular conflicts with other roadways serving the loop.
 - Ac. Consideration of moving the retail use in the center of the site forward nearer the traffic circle, and placing parking in back of it. This would likely promote a southwest-to-northeast pedestrian >spine= linking the retail uses proposed on the site, and might improve walkability between these uses and the office use along with the adjacent hotel.
 - Ad. Provision of a secondary pedestrian connection between the bus stop along US 1 at Yuma Street and the internal pedestrian spine.
 - Ae. Provision of a secondary pedestrian connection from US 1 midway between the two bus stops and the site.
 - Af. Extension of the primary pedestrian connection from the site to the northern property line (to serve the bus stop along US 1 at South Drive (a.k.a. Library Drive)).

- A3. As considerations at the time of detailed site plan, the subject development should consider incorporating the following:
- Aa. Provision of high-quality pedestrian walkways from bus stops along US 1 to the retail and office uses on the site.
 - Ab. Consideration of bus shelter areas and/or routings on the site if this is deemed desirable by the DPW&T in consultation with transit operators.
 - Ac. Designation of close-in parking spaces serving the office uses for the exclusive use of carpools or vanpools during business hours.@

The memorandum from the section regarding the Detailed Site Plan application states:

ACompliance With Conceptual Site Plan Conditions

There are several transportation-related conditions in the resolution for the original conceptual site plan which require follow-up during the staff=s review of succeeding plans:

ACondition 1: Caps development of the property by phase. A change in this phasing was approved in the initial detailed site plan for the site (SP-97059) and is discussed further in staff=s review of SP-96049/01. The current detailed site plan covers the entire site; the phasing simply determines which road improvements must be in place at the various levels of development. By memorandum dated November 14, 2001, the applicant does indicate compliance with the overall trip cap for the site. The transportation staff has reviewed this information, verified underlying assumptions where appropriate, and is in agreement with the information provided by the applicant. Therefore, the site plan conforms to prior approved trip caps.

ACondition 2: Requires new traffic study at the time of subdivision. This was done in 1997 when the underlying subdivision 4-97121 was approved.

ACondition 3: Outlines Phase I conditions for this development. A similar but more detailed condition was included in the resolution approving the preliminary plat of subdivision, and this condition is enforceable at the time of building permit. Condition 3b(1) requires completion of a traffic signal warrant study prior to approval of the detailed site plan; that study was completed, and the signal has been installed and is operational.

ACondition 4: Outlines Phase II conditions for this development, and allows their refinement in accordance with Subdivision Ordinance findings. A similar but more detailed condition was included in the resolution approving the preliminary plat of subdivision, and this condition is enforceable at the time of building permit for Phase II development.

ACondition 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 addressed this condition. Inasmuch as the original condition was intended to promote integrated access to these properties as well as the subject property, the transportation staff would note that the detailed site plan shows the potential for integrated access to these properties.

ACondition 20a: Requires the consideration of vehicle trip reduction strategies. This condition is enforceable at the time of detailed site plan. The applicant has placed three bus stop areas on the site and is actively pursuing the routing of existing bus services onto the site. Bike racks are shown adjacent to the proposed IKEA retail store. The designation of certain parking areas near the office buildings for carpool/vanpool use may not be practical because the applicant proposes that parking be shared among the office and retail uses on the site. Despite this limitation, the transportation staff believes that trip reduction, particularly for workers on this site, will be an important part of minimizing the impact of this site on the community. Therefore, the staff recommends that a transportation demand management plan be provided to the transportation staff prior to any building permit for the office space. Such a plan could include (but not be limited to):

- Aa. Provision of a matching program for carpools and vanpools, with possible inclusion of Beltsville Agricultural Research Center offices.
- Ab. Promotion of staggered work hours.
- Ac. Designation and enforcement, where appropriate, of preferential parking for carpools and vanpools for office workers.
- Ad. Placement and maintenance of bike racks adjacent to office uses.
- Ae. Provision of a full-time on-site commuter coordinator.

16. The conditions of the original Conceptual Site Plan SP-96049 as they relate to the subject application are discussed below:

1. **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 subdivision, 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.

The proposed Conceptual Plan is consistent with the trip generation and square footage caps of the above condition.

Conditions 7-14 relate to the Brown=s Tavern Historic Site.

The Historic Brown=s Tavern has now been demolished. The applicant has worked with the Historic Preservation Section regarding the demolition and the revision of the environmental setting to be addressed with the Detailed Site Plan. The Historic Preservation Commission will review these proposals on January 15, 2002. The referral from the Historic Preservation Section regarding the recommendations of the Commission will be available at the hearing.

15. One office building, or 75,000 square feet, shall be completely constructed prior to release of any building permits for the retail pad sites.

The applicant is proposing to build the office park and restaurant sites according to market demand. There may be a possibility of market demand for restaurants prior to a demand for offices. The intent of the above condition is to ensure that two uses are on the site prior to building of the entire retail component. In order to maintain the flexibility to meet market demand and ensure that two uses are constructed on the site, a condition of approval has been added to ensure that one office building is completed prior to the release of any building permits for the last restaurant site.

20. Prior to certificate approval of the Conceptual Site Plan, the following information shall be provided and/or revisions shall be made:

- a. Service and delivery traffic shall not disrupt primary or secondary pedestrian circulation unless proper mitigation is used (i.e., changing paving materials and/or using speed bumps or other traffic-calming devices).**
- b. Show an additional bus stop pavilion located adjacent to the office use.**
- c. Loading and service areas and their access shall be shown on the plan.**

The subject proposal complies with the above design criteria.

Condition #21 lists various design criteria like pedestrian access, high quality materials, integration of the uses, urban plazas etc. to be considered at the time of Detailed Site Plan review to ensure high quality of the proposed development.

The applicant has proposed high quality development which is consistent with this condition. An efficient circulation system for pedestrian and vehicular traffic has also been provided. The following design criteria should be incorporated into the approval for the office and restaurant portion of the site in order to ensure a high level of design excellence:

1. Better connections to the plaza from US 1 for smooth and easy vehicular circulation.
2. Connections of the parking area for the restaurant sites to Yuma Street.
3. Relocating and reorienting the restaurants so that they are located around the plaza.
4. Pedestrian connections between bus stops on US 1 and the internal pedestrian spine.
5. A trail connecting the stormwater management pond landscaped area with the plaza.
6. Integration of the office park, restaurant sites and the IKEA store with the use of a common design theme that includes the use of similar materials for pedestrian areas, use of a comprehensive sign program, similar building materials and colors, use of similar landscaping materials, etc.
7. Bike racks for the office and retail components.
8. Focal point(s) which relate to the main entrance and terminus points.

A condition of approval has been added to incorporate the above design criteria for the office park and restaurant sites.

17. A referral was sent to the City of College Park. The referral comments from the city will be available at the public hearing. The National Agricultural Research Center was also notified of this project. No comments have been received from them as of this date.
18. With the proposed conditions, the subject Revision to the Conceptual Site Plan CSP-96049/01 and Revision to the Detailed Site Plan SP-01047/01 are 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. The subject Detailed Site Plan is also in conformance with the Conceptual Site Plan.

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 Conceptual Site Plan CSP-96049/01 , IKEA Centre, Lots 1-4 and Outlot A for the above-described land, subject to the following condition:

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.

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 Eley, seconded by Commissioner Lowe, with Commissioners Eley, Lowe, Scott, Brown and Hewlett voting in favor of the motion, at its regular meeting held on Thursday, January 24, 2002, in Upper Marlboro, Maryland.

Adopted by the Prince George's County Planning Board this 31st day of January, 2002.

Trudye Morgan Johnson
Executive Director

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By Frances J. Guertin
Planning Board Administrator

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