



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

Preliminary Plan 4-97121

Application	General Data
Project Name: Gateway Park Location: Northwest quadrant of the US 1/Capital beltway interchange Applicant/Address: Summit Properties	Date Accepted: 12/08/97
	Planning Board Action Limit: N/A
	Plan Acreage: 45.5
	Zone: M-X-T
	Lots: 4
	Parcel: 0
	Planning Area: 66
	Council District: 03
	Municipality: N/A
	200-Scale Base Map: 212NE04

Purpose of Application	Notice Dates
Reconsideration of Condition 17 This Preliminary Plan was approved by the Planning Board February 5, 1998. The Planning Board approved a reconsideration of Condition 17 on May 27, 2004.	Adjoining Property Owners: (CB-15-1998) N/A
	Previous Parties of Record: (CB-13-1997) 04/30/04
	Sign(s) Posted on Site: N/A
	Variance(s): Adjoining Property Owners:

Staff Recommendation		Staff Reviewer: Del Balzo	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		

The Maryland–National Capital Park & Planning Commission

Prince George's County Planning Department • Subdivision Section



June 9, 2004

MEMORANDUM

TO: The Prince George's County Planning Board

FROM: Joe Del Balzo, Subdivision Section

SUBJECT: Preliminary Plan 4-97121
Gateway Park
Reconsideration of Condition 17

This Preliminary Plan was approved by the Planning Board February 5, 1998. Final Plats have been recorded. 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. On The Planning Board approved the applicant's request of Reconsideration of Condition 17 on May 27, 2004, on the basis of "other good cause," noting that the State Highway Administration now seeks alternative road improvements than those required by the condition.

Staff has analyzed the applicant's request and consulted with the State Highway Administration. The analysis is attached in a memorandum dated June 9, 2004 (Masog to Srinivas and Del Balzo). Staff recommends that the Planning Board adopt the findings in that memo and alter Condition 17 as noted.

June 9, 2004

MEMORANDUM

TO: Laxmi Srivinas, Urban Design Section, Development Review Division
Joe Del Balzo, Subdivision Section, Development Review Division

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

SUBJECT: CSP-96049/02, Summit at North College Park (a.k.a. IKEA and Gateway Park and Reconsideration of Preliminary Plan 4-97121

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.

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.

Attachment